



SEIZED ARMS BELONGING TO THE CARLISTS

The Spanish Government Keeping a Keen Eye on the Pretender.

WEYLER ALSO IS CAUSING SOME TROUBLE.

Probability That the Friends of the Butcher Will Find Their Indiscreet Expressions of Admiration Will Have Disastrous Results.

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MADRID, Nov. 12.—Three hundred rifles, supposed to have been for the Carlists, have been seized at Barcelona aboard the French steamer St. Philippe.

At Elgueta, near San Sebastian, two municipal officers have been arrested for shouting "Long live Don Carlos," "Down with usurpers."

News received here states that an attempt was made by General Weyler's friends to organize a demonstration at Porto Rico on the liner touching there, but was frustrated by the determined attitude of Governor Sabas Marin.

Representatives of the Government will board General Weyler's vessel at Coruna and question him as to the Havana demonstration.

General Lee's pessimistic opinions on Cuba are causing irritation here, but the general outlook is regarded as improving.

The ministerial organs express satisfaction at the message of the Pope to the Spanish Bishops voicing his sympathy with King Alfonso and the Queen Regent.

In view of Carlist effervescence this action of the Pope is regarded as an ominous demonstration.

United States Minister Woodford had a general interview yesterday with Senator Moran, Minister of Colonies, and it is believed he assured Senator Moran that the United States Government is satisfied with the measures taken thus far by Marshal Blanco.

A dispatch received to-day from General Primo de Rivera, Governor-General of the Philippines, now in the island of Luzon, says that the native battalions are most efficient and that it is needless to send European reinforcements.

SPAIN'S WEAKNESS.

The Nation Has No Shps and No Money to Buy Them.

LONDON, Nov. 12.—Striking evidence of Spain's financial straits is furnished in the dispatch from the Madrid correspondent of the Daily Mail. He says the Spanish Government finds it impossible to raise the sum of £3,000,000 (\$10,000,000) by loan or taxation to carry out its original naval plan, and has decided to build two new cruisers of 2,000 tons each.

The dispatch adds that it is intended to summon the Cortes as soon as possible to vote credits for the building of more men-of-war and the placing of more powerful guns on board the existing vessels.

It is now pointed out that the cruisers mentioned by the Daily Mail correspondent were to have been battle-ships, for whose construction the Government of Spain negotiated with the Armstrongs several months ago.

The contracts were eventually signed and the keels of the new battle-ships were laid, but the Armstrongs refused to proceed without assurances of payment.

Now it is doubtful if Spain will even be able to pay for the small and comparatively inefficient cruisers which are intended to replace the projected battle-ships.

Yet in spite of this, according to the correspondent of the Daily Mail, the Spanish naval authorities claim to regard the Spanish navy as being already superior to the navy of the United States, which may explain some of the bellicose utterings of the Spanish press.

In connection with Spain's hunt for warships American diplomats have learned that Spain recently endeavored to make an arrangement with Japan, whereby in the event of war with the United States the thirty or so warships now building in various shipyards for Japan would be transferred to Spain and it is supposed that upon the failure of these negotiations the Spanish Government entered upon a deal with Chile for the transfer of the Spanish flag of several vessels about completed for the Chilean republic.

The diplomats referred to express the opinion that from the standpoint of international law the completion of such a deal might be regarded as an unfriendly act toward the United States.

Besides the Rothschilds other prominent financiers of London and Paris have entirely cut off the monetary supplies which Spain has hitherto succeeded in obtaining.

BLANCO'S PLAN.

Cuban Planters Asked to Give Money to Help Spain.

activity is displayed all through the island in the formation of the committees, the success and immediate efficacy of which it is hoped will prove the best possible remedy for the suffering of the reconcentrados under the present circumstances. BLANCO.

AUTONOMY WORTHLESS.

The Cuban Leaders Want Freedom or War to Death.

LONDON, Nov. 12.—A dispatch to the daily Chronicle from Havana summarizes statements by General Maximo Gomez and other Cuban generals all opposing the acceptance of anything short of independence and declaring that autonomy would not be worth the paper it was written on.

The same correspondent confirms the report that General Castillo was betrayed by a false friend to the Spaniards, who sent a portion of the civil guard to lie in wait for him and shoot him as he was leaving the supposed friend's house.

DISCRIMINATING DUTIES SUSPENDED

President McKinley Promotes Trade Between Mexico and This Country.

Issues a Proclamation That is of Great Interest to Shipping on This Coast.

Special Dispatch to THE CALL.

CALL OFFICE, RIGGS HOUSE, WASHINGTON, Nov. 12.

The President to-day issued the following proclamation:

By the President of the United States:

A PROCLAMATION.

WHEREAS, Satisfactory proof has been given me that vessels of the United States in ballast which proceed to Mexico with the object of devoting themselves to coast fishing and fishing on the Mexican coasts, or for the purpose of receiving and carrying passengers and mail, or of loading cattle, wood or any other Mexican product, and which shall go directly to ports open to get commerce, so that they may be dispatched to their destination and Mexican steam vessels, shall be exempted from the payment of the tonnage duties imposed by section 4219 of the Revised Statutes of the United States. And this proclamation shall remain in force and effect until otherwise ordered by the President of the United States.

In witness whereof I have set my hand and caused the seal of the United States to be hereunto affixed.

Done at the city of Washington this 12th day of November, in the year of our Lord one thousand eight hundred and ninety-seven, and of the independence of the United States the one hundred and twenty-second. By the President.

WILLIAM MCKINLEY.

JOHN SHERMAN, Secretary of State.

OFFERED THE CANAL TO JAPAN.

Concessions That Rodriguez Would Make With.

CALL OFFICE, RIGGS HOUSE, WASHINGTON, D. C., Nov. 12.

A statement published to-day quotes the officials of the Japanese legation as saying that negotiations are pending between the Greater Republic of Central America and Japan, looking to Nicaragua the canal concessions, and that they are not aware that any have been made in the past.

This statement quoted does not refute the facts given in Thursday's dispatches, for Mr. Hoshi, the former Japanese Minister to the United States, has been quoted in a Japanese paper as having said that Rodriguez, the Minister to the United States from Central America, made overtures to him which were rejected by Japan.

This clipping from the Japanese paper is now on file at the State Department, and as the paper is considered a semi-official mouthpiece of the Japanese Government its statements are given credence. It is altogether likely that Rodriguez will be asked to explain why he attempted to make a treaty with Japan in violation of the treaty of this Government with Nicaragua, and if he cannot give a satisfactory answer he will be diplomatically invited to get back home as fast as he can.

ROBBERS DISGUISED AS WOMEN

Five Masked Bandits Hold Up the St. Louis Fast Mail Train.

BOLD WORK THAT FAILS TO SECURE BOOTY.

Because They Stop the Wrong Train the Desperadoes Do Not Get Any Treasure From the Express Car Captured.

KANSAS CITY, Mo., Nov. 12.—The Missouri Pacific passenger train, known as the St. Louis fast mail, and which leaves Kansas City at 9 p. m., was held up by five masked robbers at 9:30 o'clock tonight, at the Chicago and Alton crossing, just east of Independence, Mo., and less than a mile from the famous Blue Cut in which several train robberies have occurred within the past year.

Two of the robbers were disguised as women, and when the engineer saw them swinging a lantern across the tracks, an apparent signal of danger, he did not hesitate to stop. The engine's crew were immediately covered with revolvers. Conductor Dennis O'Brian and brakeman Michael stepped off to see what was the matter and were received by a volley of bullets, which caused the greatest confusion in the passenger coaches.

The conductor and brakeman were compelled to cut the express and baggage cars from the rest of the train, and the engineer and fireman were made to get down from their cab. The robbers quickly jumped aboard and took the engine and express-car about two miles further east, where they stopped and compelled Express Messenger Williams to open his car. He offered no resistance, as he carried no treasure.

The robbers had evidently intended to stop the St. Louis limited night express, which leaves Kansas City at a late hour, and were greatly surprised upon discovering that the cars which they had captured contained nothing of value. In their rage they pounced upon the express messenger and went through his pockets, but \$2.85 was all that they secured. After this they quickly left the train and disappeared in the darkness. After a delay of over an hour the train was got together again and started on its journey.

The county Marshal and his men were at the scene of the robbery very soon afterward, but there is every probability the robbers were safely in Independence or Kansas City before any effort was made to capture them.

With the first intimation that the train was in the hands of road agents consternation seized the passengers in the rear coaches.

When the shooting began there was the wildest consternation among the passengers. There was not a man or woman on the train who had not heard of Missouri train robberies, it seemed, and as soon as the first shot was fired half a dozen people in every car yelled "train robbers."

Some of the women began to scream, and watches and pocketbooks were tucked under seats, thrown into water-coolers and hidden in every conceivable place. After the engine and express had been taken away the passengers did not dare to leave the coaches for some time. When they did conclude that there was no danger of being shot they got off the train and some of them went back to Independence. Most of them waited, however, until the engine had been hunted up and went on with the train.

All reports agree that the robbers were deliberate in their movements, and they were no new hands at the business. Several of them were armed with Winchester shotguns. Three other train robberies have occurred in that vicinity within the last thirteen months. The first robbery occurred on the Chicago and Alton at Blue Cut in October, 1896. The robbers at that time got but little. Just two months later another train was held up at the same point, the bandits securing about \$25,000.

About six weeks ago the Chicago and Alton was again a sufferer, one of its express trains falling into the hands of robbers. The outlaws, however, secured nothing, owing to the failure of their dynamite to explode after which they were afraid to return to the express car.

The general opinion is that all these latter robberies have been committed by parties closely connected with the county authorities who so far been unable to bring any of the outlaws to justice.

The theory of the county officers is that the gang has its headquarters in the "Cracker Neck" district, just east of Independence. John F. Kennedy, a locomotive engineer whose parents live in that district, was arrested as the leader of the robbery which cost the Chicago and Alton \$23,000, but upon his first trial the jury failed to agree, though James Flynn, who claims to have been a member of the gang, turned State's evidence and told a detailed story of the crime. The case against Kennedy is still pending, he being out on bail.

The Blue Cut district was first made famous by the notorious James gang, who committed the first robbery in that vicinity at Giendale, in 1870, securing \$35,000. The James gang committed another robbery at Blue Cut in 1881, but secured nothing. In 1889 another hold-up occurred there, on the Chicago and Alton.

The hold-up-to-night is the seventh committed within a radius of four or five miles.

CHOATE FOR THE CABINET.

Urged as a Proper Candidate for the Prospective Vacancy in the Office of Attorney-General.

NEW YORK, Nov. 12.—A report reaches this city from Washington that the name of Joseph H. Choate has been suggested to President McKinley for the prospective vacancy in the office of Attorney-General, and that his appointment is being urged by independent Republicans of New York as an appropriate recognition of their element of the party in this State.

Those independent Republicans who advocate the selection of Mr. Choate for the Cabinet say that the President will take this method of indicating his desire to recognize the element in the party which has stood out against the domination of the Platt organization.

A Washington special says: Attorney-General McKenna will not talk about reports concerning his successor as legal adviser of the President, for the reason that he is not assumed to know that he is to cease to be Attorney-General until the end of his term of four years. He has nothing to say about the report touching Mr. Choate. At the White House nothing is known concerning the rumor.

STRICKEN WITH FEVER.

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LIMA, PERU, VIA GALVESTON, Nov. 12.—President Pierola has been stricken with fever, and is now confined to his bed.

The unveiling of the Grant statue, in Callao, which was fixed for to-morrow, President Pierola conducting the ceremonies, has been postponed in consequence of his illness.

NEWS OF THE DAY.

Weather forecast for San Francisco: Partly cloudy Saturday; fresh westerly winds.

FIRST PAGE. Carlists' Arms Seized. Train-robbers Dressed as Women Bear Gets Ready to Sail.

SECOND PAGE. Races on Eastern Tracks. Victims of an Oregon Feud.

THIRD PAGE. Beds of Copper in Alaska. Died to Save Comrades. Poison Found at Dixon. San Jose Fortune at Stake.

FOURTH PAGE. Colonel J. J. Ayers is Dead. Mr. Sovereign Retires. Theater Hats Are Oil. Ziegler May Be Imprisoned. Art Exhibit Headed Off.

FIFTH PAGE. The Gold Fever Spreads. Durrant in No Danger. Rabbi Nieto Scores Presbytery. Westbound Passengers Troubled. Ramey Holds the Olive Branch. The Gold Fever is Spreading.

SIXTH PAGE. Editorial. A Phantom Campaign. Why Fear the Bosses? Yellow Fever and Clean Streets. Progressive Ideas in Sacramento Counsel to the Erring. Woes of Countess von Hatzfeldt. Personals and Queries.

SEVENTH PAGE. A Combine in Lumber. The Durr Sisters Arrested. Debate on Hawaiian Annexation. Willie Andrews Wanted to Die.

EIGHTH PAGE. Sports of the Day.

NINTH PAGE. Baltimore Wins the Game. Southern Pac. Income Reduced. Colored Troop Coming.

TENTH PAGE. Commercial.

ELEVENTH PAGE. Oakland News.

TWELFTH PAGE. Racing at Ingleside.

THIRTEENTH PAGE. Births, Marriages and Deaths.

FOURTEENTH PAGE. A Flurry in Society. New Scheme of Harbor Defense. Working for Alaskan Trade.

GETTING THE BEAR IN TRIM TO SAIL TO RESCUE WHALERS



CAPTAIN FRANCIS TUTTLE, Commander of United States Revenue Cutter Bear.

A satisfactory arrangement has finally been made whereby at least a part of the reindeer now on the coast of Alaska near Norton Sound may be used by the expedition for the relief of the whalers. Captain Hooper says there may be at least 500 deer available for the purpose.

The Cabinet again considered the proposed relief expedition to-day. Reports were received from Captain Tuttle saying that preparations for the Bear's trip were progressing rapidly. It was said at the meeting that the proposition of THE CALL to contribute to the success of the expedition ought to be accepted inasmuch as the trip will undoubtedly be a hard one, especially for the seamen, and the offer of warm clothing and additional food supplies would be gratefully welcomed by them.

Dr. Sheldon Jackson lectured before the National Geographic Society to-night on "A Trip to the Yukon and the Klondike." "Had it not been for the revenue cutters Bear and Corwin many men who traveled to Northern Alaska must inevitably have perished," said Dr. Jackson. "Those two ships have done more to reflect credit on the revenue cutter service of the country than all the other vessels combined. The Bear has rescued hundreds within the past few years, and is about to continue that work by embarking on a relief expedition for the whalers tied up in the ice at St. Michael and other points."

TUTTLE AND HIS MEN.

They Are Fully Competent to Save the Men Icebound at the North.

SEATTLE, Nov. 12.—Throughout this city there is a general expression of commendation for the promptitude displayed by the Government officials at Washington in acceding to the request of THE CALL that a relief expedition be sent north to the rescue of the men on the eight whaling vessels imprisoned in the ice of the Arctic Ocean. While it is believed that the success of such an expedition can only be determined by an effort to reach the unfortunate men, the cause of humanity demands that at least a trial to that end be made.

By reason of the activity and perseverance upon the part of THE CALL, preparations are now making at this place to get the revenue cutter Bear in readiness with all possible haste to sail to the frozen north. Captain Francis Tuttle, who has been in command of the Bear for two years past, will again have charge of this cutter on its perilous mission. Seafaring men on the sound speak in the highest terms of the indomitable courage, determination, wisdom and experience as a naviga-

tor and modesty of Captain Tuttle. He is also held in the regard that borders on devotion by his subordinate officers. They say that no commanding officer who has cruised in the northern seas is more competent to carry out the contemplated expedition with success.

The Bear is the largest of several cutters that every summer patrol Bering Sea. Her displacement is 708 tons. This vessel was transferred to the revenue cutter service from the navy after her memorable services in the Grovely relief expedition of 1884. She is 190 feet long by 30 feet beam, and has a draught of 18 feet of water. She is barkentine rigged, and under steam can make nine knots an hour. She carries two 3-inch breech-loading rifles and two 20-pounder abalzen rifles. Her complement consists of eight officers and forty-three seamen.

The officers who have volunteered to accompany Captain Tuttle on this special mission north all returned less than a week ago on the Bear from a six months' cruise. They are: C. S. Cochran, navigator; B. H. Camden, second lieutenant; J. C. Hooker, third lieutenant; H. C. Whitworth, chief engineer; H. M. Wood, first assistant engineer; H. K. Spencer, second assistant engineer.

The Bear has been without a first lieutenant for two months past, as that officer, Lieutenant Jarvis, was given leave of absence at St. Michael to go to his home in Pennsylvania, where there was illness in his family. He has since telegraphed Captain Tuttle with reference to again going north. If he cannot arrange to go another officer will be detailed.

Dr. S. J. Call has been the physician on the Bear during the past season, and prior to that time was physician for nearly three years to the miners on the island of Unge, in Alaska. When the cutter reached Seattle on November 6, to winter here, as is customary, Dr. Call was discharged. He had made preparations to leave for his home at Paso Robles Hot Springs, California, when the order came to Captain Tuttle to employ a competent and experienced physician for the expedition. He at once decided upon Dr. Call, but the latter has hesitated about accepting, and will not decide positively for a day or two.

Should he not go, it is altogether probable Dr. Rolla Camden of Parkersburg, W. Va., will be secured. He has volunteered to go and is now in Seattle.

Captain Tuttle said to THE CALL correspondent to-night that he had received no additional orders from Washington. He has not as yet commenced to provision the cutter, as he has not been informed as to the quantity of supplies to take north nor how long a cruise the Bear is expected to make. He has, however, made inquiries from the merchants here, and is informed that in forty-eight hours everything neces-



EUGENE H. JOHNSON, One of the Whaler Orca's Crew, Whose Aged Mother Had Almost Despaired of Seeing Him Again.