thinks the legislative branch of the Government should be permitted to have a hand in settling the Spanish complications.

HOLLAND'S BOAT MAKES A LONG RUN.

Splendid Behavior of the Submarine Vessel That May Revolutionize Naval Warfare.

NEW YORK, March 14.—The submarine torpedo-boat Holland left her dock at Perth Amboy to-day and made a run out into the bay. She was gone about half an hour, and, according to Mr. Holland, behaved splendidly. No attempt was made to dive. When the Holland returned to her dock a number of men began the work of putting in her pig iron ballast. When this work is completed it will bring the boat down to a normal water line. The Holland probably will take a short run to-morrow or next day to test the lay of the ballast.

In an interview to-night Mr. Holland said: "The experiments made with the boat show that she is a thorough success. The boat did everything I expected it to do. A speed of about six miles an hour was made to-day, but the boat is capable of much greater speed than that. I shall continue to make experiments with her for the next two weeks, so that when I have finished them I will be perfectly sure of her. I can say nothing of what disposition I shall make of the boat."

Must Report for Duty.

STOCKTON, March 14.—Will Hendershot, an expert electrician of this city who was once connected with the cruiser Charleston and whose name was registered at Mare Island, has received peremptory orders to report at the navy yard for duty immediately.

WRECK OF THE SHIP NEW YORK

Continued from First Page.

and 10 feet of water in her hold. Her plates are considerably sprung. She is lying in a bed of quicksand and may at any minute turn over. I do not think it possible for the tugs to get her off. The beach of Half-moon Bay will in all probability be her graveyard."

The crew of the New York is being cared for at the hotel in Halfmoon Bay proper. Captain Peabody, his wife and child are staying in a private house. The captain says that he will not go to San Francisco until some disposition has been made of the ship and cargo. Several underwriters and insurance adjusters arrived at the scene of the wreck to-night to see if there is any possibility of either floating the vessel or having her hauled off the beach by tugs. A heavy sea was breaking over her at the time and it became dark before they had an opportunity of getting a good view of the surroundings.

They will go down to the beach to-morrow morning to make another survey of the situation. They fear that a heavy northerly gale, such as was experienced last week, will mean the total breaking-up of the vessel.

NOTED FOR DISASTER, MUTINY AND MURDER.

Thrilling and Unlucky Career of the Iron Ship That Is Ashore in Halfmoon Bay.

"The New York is hard and fast on the beach at Halfmoon Bay," said Captain Gilbert Brokaw of the tug Reliance last night. "As soon as I got there yesterday morning I saw there was no chance of saving the vessel. She was sunk eight feet in the sand, there was nine feet of water in her hold and the sandbar is being formed outside the vessel that will do away with any chance of ever getting her into deep water again.

"When the New York went ashore she was under a jib and foretopmast staysail, foresail, lower foretopsail, upper and lower main topsail and mizzen lower topsail. When the Reliance got there the jib and foretopmast staysail had been run down, the mainsail was half set and the sheets and tacks of the foresail had broken and that sail was flying out to the wind. The vessel must have been driven ashore bow on and then turned broadside to the shore by the force of the wind and the waves. Both the anchors were at the bow so there was either no time or probably no thought of dropping either of them.

"The crew had run a line from the ship to the beach when I got ashore, and they were working one of the ship's boats between the wreck and the shore by means of it. It was calm between the ship and the beach, but the waves which swept around the bow and the stern made a very strong current which sometimes capsized the boat during its journey backward and forward. During one trip with Captain Peabody the boat capsized and the great bulk of the captain's effects, including his wife's sewing machine, was dumped into the water. The men that were in the boat were saved, but at one time it looked as if the boat would drift out to sea. One of the crew, a big Kanaka, took a rope, however, and swam out to the boat. He made the rope fast to it, and then getting astride the half-submerged craft was pulled ashore. All Spanishtown took a holiday to view the wreck. The school children were marched down to the beach in a body, and after gazing on the scene for a couple of hours were marched back to school again.

"Captain Peabody was very reticent as to the cause of the disaster, but the men say that Mate Kerr, who was on watch, called the captain half an hour before he showed up on deck. From what I could gather the ship had been on and off Halfmoon Bay for three days and once had been very close in shore. She stood off ten or twleve miles, but in spite of the northwest wind that was blowing she came right back to her old stamping ground and, much to the surprise of everybody, went ashore. Captain Peabody blames the strong currents. He says there should be a light on Pillar Point.

"The British ship Clan Galbraith, from San Francisco for Cork with a cargo of wheat, had a narrow escape of laying her bones alongside the New York. She was within three miles of the beach and just when in the most danger she managed to head off on a starboard tack and just cleared Pigeon Point by a hair's breadth. For half an hour it was touch and go with her, and I delayed my departure for San Francisco, thinking that every minute it would require my assistance. Captain Hodgman of the Life-saving Station at Fort Point did every thing he possibly could for the crew of the New York. He took all kinds of chances in saving the men's kits and was time and again up to his waist in water while saving stuff from the wreck."

The American ship New York, late the T. F. Oakes, has been one of the most unfortunate vessels that ever left the stocks. Misfortune followed her from the day she was launched in Philadelphia until she laid her bones on the beach at Halfmoon Bay. When she was loaded and ready to sail from Philadelphia for Port Townsend on her maiden voyage old sailors said that she would have a terrible time of it rounding the Horn. At that time she was the loftiest sparred ship in the world and the old sailors' predictions came true. She was dismasted on that voyage and put into Valparaiso in distress. She was repaired and started again for Puget Sound, but again the masts were blown out of her and she was towed back to Valparaiso for the second time. On her third attempt she got well up the Pacific coast, but was caught in another gale off Columbia River and finally had to be towed to Port Townsend in distress.

On her second voyage she was sent out to China and was caught in a typhoon and nearly wrecked. She was thrown on her beam ends, and a steamer picked her up and towed her into Hongkong.

The latter part of 1896 she started from China for New York, and was 864 days making the trip. She was so long overdue that she was given up for lost, and 80 guineas per cent reinsurance was paid on her. During that voyage some of the crew died from scurvy, and nearly all the others were so sick from the disease that they could not work the ship, and had to be driven to their stations with ropes ends and belaying pins. It is as a "hard ship," therefore, that the New York is best known. She never made an American port without the captain or mate being arrested for beating the men. As a general rule they got off, but the trip from Hongkong settled the captain and the mate, both of whom were punished by the Federal Court of New York.

In May, 1893, Captain Reid and First Mate McKay of the Oakes (now the New York) were arrested on twenty-eight charges in San Francisco. Six seamen gave evidence and showed the wounds inflicted by the officers, but both of them got off on a technicality.

In February, 1895, Captain Reid and Second Mate Ross were arrested in San Francisco on a charge of extreme cruelty and murder. Frederick Owens, able seaman, was assaulted, dragged out of the forecastle and compelled to work during the very cold weather off Cape Horn, notwithstanding that he complained of sickness. Owens couldn't work, but was ordered to "walk the deck." He was given no medical aid, except a dose of salts and a mustard plaster. Two days later he died. Later "a simple minded Swede" named J. Johnson failed to address the second mate as "sir," and was knocked down and kicked in the eye by Captain Reid. The second mate ran away to escape trial, and the captain was again acquitted on a technicality.

After that the ship went to Nanaimo, B. C., to load coal for Santa Rosalia, and four crews deserted one after the other before she could get away. Then came the fearful voyage from China, and that sickened even the owners. The name of the ship was changed to New York, and an entire new crew, with Captain Peabody as master, was put aboard of her. He had been successful as master of the Tam o' Shanter, and during one voyage left New York the same day as the Shenandoah, and they both came in through the Golden Gate together in the fast time of 111 days. Captain Peabody made one trip in the Sintram after leaving the Tam o' Shanter and then he accepted command of the New York. But his advent did not relieve the "hoodoo." After leaving Hongkong she lost her foremast in a gale and had to put back for repairs. A second start was made, but misfortune again overtook her. In another gale she lost her foretopgallant mast and foretopsail yard, and altogether there were five serious accidents during the voyage.

Captain Peabody had his hands full during the voyage. His crew became mutinous, and the belaying-pin had to be used occasionally in order to get any work out of the men.

The New York and the Tillie E. Starbuck were sister ships, but there the resemblance ends, as the former has been a continuous failure while the Starbuck has been a success. The New York was an iron ship, built by the American Ship Building Company of Philadelphia in 1883. She was 255 feet long, 40 feet 6 inches broad and 23 feet 5 inches deep. She was 1897 tons burden and had aboard the following cargo consigned to Williams, Dimond & Co.: 100 boxes 50 bundles cassia, 550 half chests 10 packages tea, 1042 packages green tea, 60 bales gunnies, 2000 bundles hemp, 75 bags coffee, 730 bundles kopak, 20 packages camphorwood trunks, 170 bundles 743 bags 72 boxes tapioca, 68 bundles palmleaf fans, 46 packages rattan furniture, 22,605 packages 21 bundles 300 bales 441 boxes 1807 bags merchandise, 700 rolls matting, 109 bags hemp seed, 40 packages trunks, 2320 quicksilver flasks, 107 bundles gambria, 500 cases pineapples, 8243 mats rice, 61 bundles rattan, 40 cases Soy Lo, packages bamboo shoots, 20 baskets garlic, 5 cases salt vegetables, 3 cases joss sticks, 1 bundle strings, 1 jar sauce, 280 boxes peanuts, 75 boxes dry goods, 224 boxes sago flour, 1 package paper, 1550 boxes nut oil, 50 boxes tapioca flour, 98 packages flour, 100 boxes peanut oil, 140 boxes crackers, 14 boxes chinaware, 14 boxes woodenware, 30 boxes 10 packages tobacco, 96 bags pepper, 200 boxes oil, 200 packages green beans.

Deputy Surveyor of Customs St. John yesterday sent Customs Inspector Henry Payne to the scene of the wreck for the purpose of taking possession of the cargo until the duties thereon shall have been liquidated through the Custom-house. This morning three additional inspectors will leave by stage for Half-moon Bay for the purpose of guarding the wreck and the cargo. Each man will watch eight hours out of the twenty-four, so that a continuous watch day and night will be kept.

ROADWAY OVER TULE LANDS.

Success of the Experiment Being Tried Near Stockton.

STOCKTON, March 14.—Engineer Fisher, who has had charge of the experiment of building a roadway across the tule lands between this city and the Contra Costa Hills, has become convinced that the experiment of building an earth embankment of facings laid over the soft, muddy tule ground will be a success. He has just finished putting on two more barges of sand on the experimental piece made several weeks ago, and he says it stands the pressure so perfectly that he no longer has doubts of the success of the experiment.

PERISHED ON AN ALASKA TRAIL.

Stephen J. Rooney's Quest of Riches Ends at the Gateway to the Klondike.

SACRAMENTO, March 14.—The body of the late Stephen J. Rooney will arrive from Skaguay, Alaska, in San Francisco to-morrow.

The death of Mr. Rooney was a terrible blow to his wife, father, mother and friends in Sacramento. Before his departure to the country of startling incidents and perilous risks his wife begged him not to go, but brave-hearted Steve, determined to retrieve the fortune his father recently lost, made up his mind to go. Mr. Rooney followed his brother and Lee Brown to Alaska and assumed charge of a pack train between Skaguay and Lake Bennett. Misfortune seemed to pursue him from the day he left Sacramento. A number of pack animals were lost with the steamship Corona and a quantity of forage and provisions was lost in another vessel which went down.

Spinal meningitis was the cause of Mr. Rooney's death. His companion, Lee Brown, returns with the remains.

Mr. Rooney was at one time deputy sheriff of Sacramento County, under Sheriff O'Neil, and was one of the most popular men in Sacramento County. He leaves a widow and two children.

REACHING FOR FOOTBALL MEN

The Butte Eleven Finds a Dangerous Rival in Anaconda.

Marcus Daly, the Football "Angel," and His Novel and Costly Hobby.

First it was Butte that reached out its tentacles for our football players and whisked them across the plains to a mountain home. McMillan was the first to go; Benson followed and others shook the dust of San Francisco off their heels for positions in Butte with good salaries attached, with the understanding that all idle moments were to be utilized on the gridiron.

Now Butte has a rival city in Anaconda, another of Montana's sporting towns, and there will be a regular auction bidding for our football men before the season is over.

The "angel" of the Butte team is young Clarke, whose father was mayor of the city and whose wealth is estimated at $10,000,000 or more. Football teams are his hobby and he carries them around the country on specials, furnishing them with all the comforts and conveniences of a well-stocked and well-equipped club-house. Anaconda has municipal aspirations to be the biggest city in Montana, to supplant Butte on every field. Another Clarke has been found and his name is Marcus Daly of Anaconda.

Daly is as well provided in this world's stores as his competitor and he has also developed the same form of athletic mania, guardian to a football eleven. Butte's eleven gathered from the four quarters of the globe, became a sonorous trumpeteer of the city's athletic prowess. Jealous Anaconda conceived the same idea and in another month she will have a football team as heterogeneous and as costly as that of Butte.

Daly began to reach out for our men a few months ago. So far he has secured two and they are the very best we have, Pete Smith and Burt Oliver. Smith will leave this city on Tuesday for Anaconda, where he has a choice of two commercial positions in the Anaconda Mining Company. Burt Oliver will follow him soon after. The bait offered these men is a good, substantial salary, with just enough labor attached to make it worth the while for the San Francisco men to forego the pleasures of city life for a rustic existence colored with the soil of the gridiron.

Smith and Oliver are the only players secured at the present time. But it is thought that Sexton will soon follow. Overtures have been made to Simpson, and it is very likely that he will accept upon his graduation from Medical College in the summer. Carter is another whose name is on the list of candidates for the new Anaconda eleven, which it is expected will sweep everything before it on the gridiron. Several Eastern players of reputation are already in Anaconda awaiting the opening of the season.

Phil Daniels, the manager of the Anaconda eleven, promises great things for the men who will wear his uniform. First, there will be the season in Montana, the feature of which will be the games between the rival cities. After that will come a trip East, where the new team from Anaconda will line up against the big elevens of the country. Then it is the intention of the Anaconda enthusiasts to traverse the continent and play our local teams during the Christmas holidays.

When the local athletic clubs prepare to form their teams this year they will find big gaps in places that were always filled. Smith was looked upon as prospective captain of the Olympic eleven. Oliver, Sexton, Carter and Simpson would have played in athletic club teams this fall, and, as the material is not superabundant, their absence will be felt. Instead of a visit from one Montana team during the winter, we might now have a brace to fight out their own differences on our soil.

A nail-making machine produces as many nails in a given time as were formerly made by 1000 men.

EXCITEMENT IN WASHINGTON

How the News of the Maine Disaster Was Received.

George A. Knight Describes the Scenes at the National Capital.

George A. Knight, who has just returned from Washington, D. C., where he was when the battleship Maine was blown up in the harbor of Havana, in telling of how the news was received in the National Capital says: "I was in Washington when the news of the terrible disaster reached this country. I was stopping at Willard's Hotel, on Pennsylvania avenue, the headquarters of many of the most prominent members of Congress. When I came down the morning after the disaster the first intimation that I had of it was when a newsboy ran into the lobby of the hotel crying, 'Maine blown up!'

"'What,' I said, 'the whole State?' 'No, the battleship.' I bought a paper and read the account of the calamity. Soon the lobby was filled with eager and excited men, all of whom were reading or discussing the disaster and the probable effect it would have upon this country's relations with Spain. There was quite a ripple of excitement throughout the city that day.

"The State, War and Navy departments were in a high tension of excitement, but it was among the populace proper that the feeling ran most high. They were as much stirred up over the disaster as the people are here.

"Long before noon, the hour of the assembling of Congress, Pennsylvania avenue was lined with people on their way to the Capitol in anticipation of some exciting scenes upon the floors of the House and Senate. The public galleries were crowded to their utmost capacity, as were those reserved for the diplomatic corps. It was a day unique in the history of Washington and one not soon to be forgotten.

"Old residents of the city declared that it was second in excitement only to the time when the news of the defeat of the Union army at the first battle of Bull Run was received. All sorts and kinds of rumors and counter rumors were afloat. The disaster was the sole topic. It was upon every tongue, nothing else was discussed and the war sentiment was the general feeling of every one.

"This fact can be more fully illustrated when I say that in Congress all partisanship seemed to be entirely obliterated. The importance of the news may be realized by any one familiar with the workings of Congress, where everything is run on party lines, and where the affairs of the greatest moment are subjected to the delays and bickerings of party leaders.

"Never has there been such a spontaneity of action upon the part of Congress as there was in the action that they took in regard to the appointment of a commission of investigation. Both the House and Senate acted as a unit. None of the paryt leaders attempted to make capital out of the occasion. There was perfect harmony in the action of the Democrats with the Republicans.

"The temper of the people was best shown by the action of the galleries. Whenever a warlike sentiment was expressed they would applaud the speaker to the echo."

Mr. Knight, when asked if he thought there would be war, replied: "No, judging from what I could learn in the East I am inclined to think that the incident will be settled by Spain paying the indemnity that will undoubtedly be demanded by this country. The result, however, will mean the final adjustment of the Cuban question, and I have no doubt but that it will lead to the speedy freeing of Cuba from the Spanish rule."

Only One Favorite Wins.

NEW ORLEANS, March 14.—Cloudy weather and a fast track were the conditions to-day. Henrica was the only winning favorite.

Six furlongs, Tulah won, Swift second, Surveyor third. Time, 1:16.

One mile, selling, Alva won, Bob Clampitt second, Ovation third. Time, 1:42.

One mile, selling, Robert Bonner won, Jim Hogg second, Jolly Son third. Time, 1:41¾.

Handicap, one mile and twenty yards, Albert S won, Elkin second, Brignton third. Time, 1:42½.

Six and a half furlongs, selling, Henrica won, Cherry Lane second, First Ward third. Time, 1:20¾.

Six furlongs, Ben Videre won, Belle of Corsica second, Sir Dick third. Time 1:16¼.

In Bielefield, Germany, there is a colony of epileptics, numbering about 1500. The colony was established in 1868, and patients from all parts of the world go there for treatment.

PERKINS WANTS NO FAVORITISM

Charges War Department Officials With Discrimination.

Pacific Coast Factories Ignored in the Letting of Contracts.

Could Supply War Munitions for Less Than the Government Now Pays.

Special Dispatch to The Call.

Call Office, Riggs House, Washington, March 14.

Senator Perkins was at the War Department yesterday, and saw General Miles and General Flagler in an attempt to get the department to award to Pacific Coast manufacturers some of the contracts for gun carriages, fixed ammunition and smokeless powder. Senator Perkins told these officials that there were a number of California firms that could rapidly turn out the Crozier-Buffington ordnance carriage as cheaply as they could be manufactured in any part of the United States. He tried to convince them that there was no use in paying a cent or a cent and a half a pound for the transportation of these carriages to the Pacific Coast from the East. He requested that in the future, when letters were sent to the various manufacturers inviting bids for this work, the Pacific Coast foundries be given an equal chance to compete for the contracts. Senator Perkins says there seems to be no reason for the high prices charged for these gun carriages.

"You can buy a first-class Baldwin locomotive for $12,000," said he to The Call correspondent to-night; "yet these Eastern manufacturers charge the Government $28,000 for Crozier-Buffington carriages for 12-inch guns, about $17,000 for the carriages for the 10-inch guns and $9000 for the 8-inch guns. These charges are extortionate, and I did not hesitate to say so to the War Department officials. There is no reason in the world why the carriages should not be built as well and more cheaply by our Pacific Coast manufacturers, and I propose to keep hammering at the department until our coast people are given the same opportunity to bid for these contracts that Eastern firms have.

"And there is the question of powder, too. There is more than one factory in California that can manufacture smokeless powder according to the Government formula. I am aware that it is the general understanding that only one firm in this country has as yet succeeded in turning out an article equal to the Russian powder, and that the Duponts have failed, but this is a mistake. It is no great trick to manufacture smokeless powder according to this formula, and we have at least four firms in California that can do it.

"Formerly the United States has paid one dollar a pound for this powder and it now proposes to pay eighty-five cents when the same powder is manufactured in European countries for forty-five cents. And then, too, I told the War Department officials to-day that our Pacific Coast manufacturers should be given a chance to compete for the contracts for furnishing the Government with fixed ammunition. I think that our coast firms would at least be able to turn out all of the shells and projectiles for use on our coast."

Senator Perkins is evidently of the opinion that there is some favoritism shown to Eastern firms by the Ordnance Department, and unless the California and Pacific Coast factories are hereafter allowed to compete, he proposes to stir the matter up in the Senate. Although the Senator did not say so, he is evidently of the opinion that "something is rotten" in the administration of our Ordnance Department.

This is significant, too, from the fact that The Call correspondent's interview with the Senator occurred immediately after he had had a long talk with General Miles.

It may be said that the general commanding the army has long been of the opinion that a reform is needed in the administration of the two ordnance bureaus. It is believed that Senator Perkins will bring the matter to the attention of the Senate immediately.

FOR IMPROVEMENT OF CALIFORNIA RIVERS.

Congressmen Ask That a Suitable Appropriation Be Made in the Sundry Civil Bill.

WASHINGTON, March 14.—Senator Perkins and Representatives Maguire, De Vries, Barham and Hilborn to-day appeared before the Senate Committee on Appropriations and urged that a provision be placed in the sundry civil bill allowing the appropriation made by the Legislature of California for the improvement of the Sacramento and San Joaquin rivers to be available without awaiting a similar appropriation by the national Government. This will allow the State to begin work on these rivers at once, but it requires the consent of the Federal authorities as the rivers are under Federal jurisdiction.

Senator Perkins and Representative De Vries also asked to have the appropriation recommended by the Treasury Department of $81,000 for completing the Stockton Postoffice. They will also make an effort to have the De Vries Yosemite bill made a part of the sundry civil appropriation bill.

MENOCAL COURTMARTIAL WILL BE POSTPONED.

Accused Civil Engineer Is Still Under the Care of His Physician.

NEW YORK, March 14.—Civil Engineer A. G. Menocal of the navy, whose courtmartial was to begin to-morrow, is still under the care of a physician. The trial will probably be postponed until further orders. Mr. Menocal is to be tried on two charges, one of culpable inefficiency in the performance of duty, and the other, neglect of duty. Both are founded on the work done in the construction of the new dry dock. Mr. Menocal recently returned from Nicaragua, where he had been with the commission appointed by President McKinley to inspect and survey the canal and its tributary waters. He suffered a slight stroke of paralysis while on his way home, but is now rapidly recovering.

Stockton Natives Elect Delegates.

STOCKTON, March 14.—Stockton Parlor, Native Sons of the Golden West, this evening elected delegates to the grand parlor as follows: George E. Catts, W. C. Neumiller, A. J. Turner and C. E. Manthey. Alternates, C. H. Patterson, O. S. Henderson, Otto Grunsky and W. E. O'Connor. Grand Trustee H. R. McNoble, who is a candidate for re-election, will attend by virtue of his office.

FOR EIGHT NEW CUTTERS

Senate Passes the Bill to Construct Revenue Vessels.

Report of the Naval Court of Inquiry Awaited in the Maine Investigation.

Passage of a Resolution to Seek Indemnity From Spain for Injury Done to Two Americans.

Special Dispatch to The Call.

Call Office, Riggs House, Washington, March 14.

During its session of three hours today the Senate passed a considerable number of bills from the general calendar. A bill was passed authorizing the Secretary of the Treasury to have constructed eight vessels for the revenue cutter service, as follows: One to take the place of the steamer Seward, cost not to exceed $160,000; one to take the place of the McLane, cost not to exceed $160,000; one to take the place of the Colfax, cost not to exceed $160,000; one to take the place of the Boutwell, cost not to exceed $160,000; one for service on and in the vicinity of the Columbia River bar, Pacific Coast, cost not to exceed $250,000; one for harbor service at Philadelphia to replace the steamer Washington, cost not to exceed $45,000; one for harbor service at Boston to replace the steamer Hamlin, cost not to exceed $45,000; one for harbor service at New York to replace the Chandler, cost not to exceed $45,000.

A resolution offered last Thursday by Chandler of New Hampshire, approving the course of the committee in the investigation of the Maine disaster, was adopted.

Almost immediately afterward Allen of Nebraska inquired of Chandler what the Naval Affairs Committee had done regarding the investigation of the Maine catastrophe provided for in his resolution of several weeks ago.

Chandler said that as yet the committee had taken no action regarding the investigation. He could not speak for the committee, but expressed the opinion that its policy would be to await the action and findings of the Naval Court of inquiry. He called attention to the interesting fact that naval courts have no authority, under the law, to compel witnesses to testify or to punish them if they should refuse. He thought, therefore, that the Naval Committee, in making its investigation, ought to be empowered to force testimony from witnesses or to make them suffer a penalty for refusal.

"Is the Senator advised as to whether the Naval Affairs Committee will make an investigation of the Maine disaster?" inquired Allen.

"I am not prepared to speak for the committee," replied Chandler. "The resolution, I take it, places an injunction upon the committee to conduct an investigation, and the resolution agreed to a few minutes ago is in line with that injunction. This is a subject which I do not think ought to be discussed in public. I desire to commend the Senator from Nebraska for his patriotic restraint in refraining to discuss this matter."

The conference report on the army appropriation bill was reported by Quay (Rep.) of Pennsylvania and was agreed to.

Proceeding, under unanimous consent, the Senate passed the following measures: Amending an act to permit the use of the right of way through public lands for tram roads, canals and reservoirs; permanently locating the capital of the Territory of New Mexico at Santa Fe; granting to the Kettle River Valley Railway Company a right of way through the north half of the Colville Indian Reservation in Washington; and relating to leases on the Hot Springs reservation.

At this point Lodge of Massachusetts of the Foreign Relations Committee called up the joint resolution for the relief of August Bolton and Gustave Richelieu.

The resolution, as reported from the Foreign Relations Committee, is as follows:

"That the President of the United State be and hereby is empowered to take such measures as in his judgment may be necessary to obtain the indemnity from the Spanish Government for the wrong and injury suffered by August Bolton and Gustave Richelieu through their wrongful imprisonment by the Spanish in Santiago de Cuba in the year 1895, and to secure this end he is authorized and requested to employ such means or exercise such power as may be necessary."

The resolution was passed.

SWINDLER SCHWARTZ GIVEN HIS FREEDOM.

Washington's Executive Refuses Governor Budd's Request for a Requisition.

SEATTLE, March 14.—Joseph Schwartz, the "Diamond King," is again free. This is by reason of the fact that to-day Governor Rogers refused to honor the request of Governor Budd. The authorities of San Francisco desired Schwartz on a charge of grand larceny. The Governor refused to deliver Schwartz into the hands of Detective Wren on the advice of the Attorney-General, who decided that the grounds for requisition were not sufficient. The prosecuting attorney of this county expresses amazement at what he terms the unprecedented action of Governor Rogers.

SURVEYS FOR RESERVOIRS.

Newland's Bill in the Interest of the Western States.

WASHINGTON, March 14.—A bill was introduced by Representative Newlands of Nevada to-day directing the Secretary of the Interior to make surveys for and determine and report upon the cost of erecting reservoirs in certain rivers and tributaries and appropriating $250,000 for the purpose. The rivers named are the Sioux, Missouri and Yellowstone, for the benefit of Nebraska, North and South Dakota, Montana and Wyoming; the Columbia and Snake for Oregon, Washington and Idaho; the Platt, Arkansas and Rio Grande for New Mexico and Colorado; the Carson, Walker and Humboldt for Nevada; and the Little Colorado, Gila, Salt, Rio Verde and Puero for California and Arizona.

WAYLAID BY MASKED MEN.

Resident of Morro Struck on the Head With a Rock.

SAN LUIS OBISPO, March 14.—Frank Dias of Morro was waylaid by two masked men to-night, who demanded that he stop. Dias refused to comply with the order and was hit with a rock and his left ear was almost torn from his head. He was on horseback and made his escape. He was in a half-conscious condition when he reached a neighbor's house.

ELECTION AT SALINAS.

Editor Hill Wins the Race for the Mayoralty Chair.

SALINAS, March 14.—The most exciting city election ever held in this city was that of to-day. W. J. Hill, the editor of the Daily Index, and who sat in the Mayor's chair for four terms, defeated Charles Francee, the incumbent, by twenty-four majority in the Mayoralty race.

Passed Over Mayor Land's Veto.

SACRAMENTO, March 14.—The City Board of Trustees to-night passed an ordinance providing for the appointment of a milk and food inspector over Mayor Land's veto.

BATTLES WITH INSURGENTS

Spanish Generals Claim to Have Won in Several Engagements.

Rebels Fire Upon a Train From Matanzas and Wound Two Passengers.

Wreckers Recover a Gun From the Maine and Another Body of a Slain Sesman.

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HAVANA, March 14.—Several engagements are officially reported in Pinar del Rio, Havana, Matanzas and Santa Clara provinces. General Blanco has sent an official cable to the Minister of War congratulating Generals Pando, Varo del Rey and Linares for their successful operations against the rebels at Sierrra Maestra, Palma, Soriano Dos Palma, Juacate la Esperanza and around Camarones Rives, Bicana, Cabo, Cruz and Canto River, on March 7, 8, 9, 10 and 11.

The Havana papers announce without comment that the battle-ship Iowa will pay a friendly visit to Havana.

Insurgents fired this evening on a train which left Matanzas in the afternoon for Havana. Two men were slightly wounded. One was George Barnum, a British subject, who lived for some years in Savannah, Ga. The other was the Civil Secretary of Matanzas. Mr. Barnum, who was with his wife, had been stopping for some days in Havana and to-day went to Matanzas to investigate the condition of the reconcentradoes.

Mrs. Barnum has devoted much of her time to relief work. The train was attacked first while running between Jaruco and San Miguel, but the guerrillas were quickly repulsed by soldiers in an armored car next to the engine. Between San Miguel and Campo Florida the train was attacked by another band, which was quickly driven off by the prompt work of the Spanish soldiers. Some bullets passed through the passenger car. One struck Mr. Barnum in the left shoulder, inflicting a flesh wound. When the train arrived in this city he was taken to the Hotel Belot, where his wound was attended to by Dr. Dudley of the American Consulate.

Pursuing parties started immediately after the insurgents, who made toward Tapaste Hills. I understand that the raid was made by Betancourt's troops.

Wreckers recovered one of the battleship Maine's six-pound guns to-day, and will proceed to take up the 6-inch rifles in a few days. One body was found to-day in the wreck of the Maine and some bones and clothing. The court of inquiry held a sesion to day as usual, and appears to have finished the evidence regarding particular measurements, as divers and wreckers were needed as witnesses. The work on the wreck has proceeded more rapidly. The members of the court are unable to say when they will leave Havana. The body found to-day may be that of Herman or Herbert, as the underclothing marks show "Her." There are only two men lost to whom the letters would apply.

SCALER OF WEIGHTS NAMED.

San Diego Sends the First Request of Its Kind to the Governor.

SACRAMENTO, March 14.—The first request ever sent in for a scaler of weights and measures, under the act of 1891, was received to-day at the Governor's office. It came from the Board of Supervisors of San Diego County. Governor Budd immediately responded by appointing J. F. Neely to the position.

Grand Parlor Delegates.

LOS ANGELES, March 14.—Ramona Parlor, Native Sons of the Golden West, of this city, to-night elected Isidore B. Dockweiler and William Variel delegates to the grand parlor, which will meet at Nevada City in April.

IT IS

YOUR SYSTEM THAT IS ALL wrong. HUDYAN will make it all right again. You have dreams. HUDYAN gives you sweet and peaceful sleep. You know that there are other men on earth who are more manly than you. HUDYAN remedio-treatment for a week will alter this. You ought to be as strong as your next-door neighbor. HUDYAN will give you the vitality that it needs to make a whole man. But remember that it is only

HUDYAN

Yes, HUDYAN that will do this. You want to get rid of those shaking hands. Ask about the great remedio-treatment. You want to be able to look the world fairly in the face. Ask about the great remedio-treatment. You want energy, and you want life. Ask about that grand remedio-treatment. Free as the air you breathe are the circulars and testimonials. All you have to do is to ask for them. Write and see to-day.

THAT

You are a weakling it needs no one to tell you. You cannot even walk with your head up. Get HUDYAN and you will be able to. Get the HUDYAN treatment and you will not know yourself in a week. But you are going from bad to worse at this moment. Stop! Yes, STOP! And stop this very minute. You can get HUDYAN as well to-day as you will be able to get it to-morrow. Be a man, and be a good one!

CURES.

All classes of curable diseases are cured at the grand old Hudson Medical Institute. "Thirty Day Blood Cure" circulars are free, too, and if you will but describe your disease and give the doctors a chance to help you, you will be CURED!

HUDSON MEDICAL INSTITUTE.

STOCKTON, MARKET AND ELLIS STS., San Francisco.