THE OMAHA DAILY BEE.

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THEY WILL KEEP OUT

Other Nations Issue Proclamations of Neutrality.

GREAT BRITAIN TAKES ADVANCED STAND

Its Terms Are Considered Favorable to United States.

SOME PRIZE VESSELS MAY BE RETURNED

Liberal Treatment Will Be Accorded to These Ships.

OUR CONSULS IN SPAIN REPORTED SAFE

War Department Prepares to Comply with the New Army Bill and Will Secure Recruits for the Regular Army.

WASHINGTON, April 26.—Conditions in Washington are rapidly settling down to those of actual war.

Notices came to the State department from the four quarters of the globe today showing that the nations as a rule are prepared to assume an attitude of strict neutrality as between the United States and Spain in the present struggle.

In most cases they were in answer to the identical note sent out yesterday by the State department to all United States embassies and legations, instructing them to inform the governments to which they were accredited that war has existed since April 21.

Great Britain has always taken an advanced stand in the principles of neutrality, so that it was with great interest that the news was received here that the terms of the neutrality proclamation were issued in London. On the whole the officials are disposed to take the view that the strict adherence by Great Britain to these rules will be rather more advantageous to the United States than to Spain, particularly as we now are operating in the naval sense close to our own base of supplies, and in all probability soon will cut Spain off from the two bases that it now has in the neighborhood of Cuba.

The president issued a proclamation during the day laying down rules as to the seizure of prizes, and the result, it is believed, will be the release of some of the ships already captured, though it will be for the prize courts to determine in each case whether the conditions under which the ships were captured are such as to warrant release.

BUENA VENTURA MAY BE FREED.

The impression prevails that the Buena Ventura, the first on the list of prizes, will be declared no prize. The case of the Panama, whose seizure was reported today, is more complicated, owing to the fact that while otherwise exempt, the ship was reported to have contained supplies for the Spanish army in Cuba, which are contraband. However, it may be said that while the settlement of these questions will be left to the courts, the administration believes the greatest liberality should be shown in the application of the laws, when a vessel is not contraband or attempting to run the blockade. That is shown in the liberal terms of the proclamation itself, by which the prize courts must be guided.

It is noted also that the administration has not been deterred by criticism in congress from again formally pledging itself to the nations of the world to refrain from privateering, and abide by the declaration of Paris of 1856.

So far as known all United States consuls have made their way safely out of Spain. Consul Fay at Dania has reported to the department from Lisbon; Consul Bowen, at Barcelona, from Paris, and Consul Carroll, at Cadiz, and Bartelam, at Malaga, from Gibraltar. The department has assured itself that the others are safe.

John Sherman retired finally today from the position of secretary of state, and his successor was confirmed in the person of Judge Day. John Bassett Moore will be undoubtedly confirmed tomorrow in Judge Day's place. The latter is expected to return to Washington in about two days.

RECRUITS FOR REGULAR ARMY.

The army reorganization bill became a law during the day, and the department officials have begun to devise the best means of carrying out the purposes of the act, which will result in the increase of the regular army to more than 60,000.

In the War department preparations went on with ceaseless energy for the organization of the volunteer army. All the officers were detailed who are to be sent to the various states and territories to muster the guardsmen into the service of the United States. The full plans of reorganizing the army were completed.

To provide officers for the regular army and volunteers Secretary Alger ordered the assignment to duty of all the cadets at the West Point Military academy who would in the ordinary course of events have graduated in June.

The greatest anxiety was shown at the Navy department for news from the blockading squadron. Notwithstanding the many reports from two unofficial sources of engagements between the fleet and shore batteries, no word of confirmation came officially.

The three prizes reported today to have been seized by the fleet were not referred to in official dispatches, but the press reports of the seizures were received with the greatest satisfaction by the officers of the department, who in some cases did not hesitate to declare their envy of their more fortunate brother officers with the fleet.

In fact, it is becoming very hard for Secretary Long to retain in the service of the department the officers who are absolutely required, in view of their earnest desire to go to the front. A few days ago, for instance, Commodore Bradford, chief of the equipment bureau, tendered his resignation of that place and asked to be given a war ship.

BEGS HIM TO STAY.

After considering the matter for a day or two the secretary was obliged to return the following answer:

My Dear Commodore: I am in receipt of your letter enclosing your resignation as chief of the Bureau of Equipment, Navy department, and asking me to present it to the president.

I appreciate that the patriotic purpose which actuates you in tendering this is solely a desire for active service afloat. I appreciate, also, the high professional spirit, characteristic of the true naval officer, which has impelled you to seek a post of duty at the front, where the danger and the sacrifices are greatest.

I sympathize with your ardor so deeply that I should cordially comply with your request if I did not feel the strongest conviction that you can in no other way render so great a service as you are doing now, at the head of the Bureau of Equipment. I need not tell you how much I rely upon your absolute integrity, good judgment, ability and especially your experience there.

I think you will agree with me that, at this time, it would be exceedingly difficult, if not impossible, to fill your place. We are in a special emergency. The business of your bureau has rapidly increased. It involves contracts, negotiations and other business which no one could take up without great embarrassment.

I must, therefore, beg of you to withdraw your request that I transmit your letter to the president.

With very kind regards, truly yours,

JOHN D. LONG, Secretary.

Among the orders issued today was one directing Captain A. P. Mahan, the author and world-renowned authority on naval tactics, to report for duty at the Navy department. Captain Mahan is a retired officer, and will be assigned to a position on the strategy board. Probably he will replace Admiral Walker, for whom the president and Secretary Long cherish the highest regard on account of his professional ability, and who is to be assigned to duty of the highest importance in the immediate future.

Upon the recommendation of Captain Lemly, judge advocate general, Secretary Long today directed the release from a Boston naval prison of twenty-eight sailors. The men have been in prison for various infractions of military law, and the department believes that conditions warrant their restoration to active service.

It appears that the assignment of Rear Admiral H. Erben, retired, to relieve Commander Elmer, in charge of the Mosquito fleet, was caused by the ill health of Commander Elmer, as the latter died in Brooklyn tonight.

More than a dozen retired officers were called into the service by Secretary Long today.

PROCLAMATIONS OF NEUTRALITY.

Nature of Those Issued by the European Powers.

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LONDON, April 26.—(New York World Cablegram — Special Telegram.) — Great Britain's neutrality proclamation is identical with that issued by it on the outbreak of war in 1870, therefore there is no ground for special significance sought to be attached to the clause dealing with coal by certain English papers. The French neutrality proclamation telegraphed here is also drawn in accordance with precedent and on the same lines as the English.

Considerable feeling is manifested by Irish members of the House of Commons this evening over what they considered Arthur Balfour's evasive replies respecting the detention at Kingston of the mail steamer Ireland, purchased by the United States as a dispatch boat. Balfour's statement that negotiations for its purchase fell through is denied by Dr. O'Callaghan, secretary of the City of Dublin Steam Packet company, owners of the mail boat Ireland, who said the contract failed merely because the steamer was detained by the British authorities. However, as Balfour stated, the government has no right to order or detain the Ireland if its owners chose to take it across the Atlantic, but the sale cannot be concluded on this side. The Ireland is a twenty-two knot paddle steamer, strongly constructed and a fine sea boat.

The Irish parliamentary party, presided over by Dillon, at a special meeting of the House of Commons today passed unanimously the following resolution on motion of Dillon, seconded by Davitt:

"That the Irish national parliamentary party hereby tenders its warmest sympathies and goodwill to the government and people of the United States in their humane efforts to liberate the people of Cuba."

Arrangements for the Anglo-American banquet, to be presided over by Lord Coleridge, and attended by many liberal and radical members of Parliament in token of sympathy with the United States, are now almost completed. The banquet will take place about the middle of May, when a most representative gathering is expected.

Some French Opinions.

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PARIS, April 26.—(New York World Cablegram—Special Telegram.)—There is a lull in the excited comments on the Hispano-American war. M. Delanessan, in today's Rappel, says: "An alliance between England and the United States could only astonish those who have not studied the question. England's isolation is a stubborn fact and the only way out of it without compromising the colonies is in welding together a race which already is one in language and religious feeling."

Gerault Richard, in Petite Republique, again exhorts Frenchmen who "are not merely nominal republicans to hope and work for the defeat of Spain. Deroulede and other frothy patriots may be left to call down the blessings of heaven upon the Alphonsist dynasty."

Compte Chaudordy, formerly French ambassador at Madrid, gives some noteworthy advice to Spain. He strongly urges Spaniards "to avoid the continuance of a war which can only end in enforced abandonment of Cuba and incalculable devastation." Above all, he recommends the Spaniards to put aside all barren susceptibility. "All Europe is conscious that Spain has shown courage, admirable energy and nobility of character. Modern warfare is too costly for a nation already financially impoverished. My counsel is to place Cuba in the hands of Europe."

Germany Still Shows Spleen.

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BERLIN, April 26.—(New York World Cablegram—Special Telegram.)—Liebknecht, the leader of the German social democratic party, says: "The importance of the present contest is that America has crossed the rubicon of neutrality as regards her attitude toward Europe. She certainly will not stop with Spain. Her next step will probably be taken in the far east, with England and Japan as allies. Both the United States and England have been making preparations for this alliance for a year past. Should it be ratified, then farewell to the so-called world of politics in European powers."

The social democrats, certainly the most numerous political party in Germany, are beginning to display a distinctly friendly attitude toward the union. Neueste Nachrichten, the leading Bismarck paper in Berlin, continues its splenic utterances against America. Today it ridicules the union as "a democracy bent on war, whereas one short year since America was raising its voice in favor of arbitration. This turns out a fiasco. America's recent action more than justifies the contention of the European powers that readiness for war is the best safeguard for peace."

HOLCOMB AND ALGER CLASH

Difference Between Nebraska's Governor and the Secretary of War.

ARISES OVER MOBILIZATION OF MILITIA

Washington Orders Encampment to Be Held at Omaha, but Governor Insists on Lincoln Getting the Plum.

WASHINGTON, April 26.—(Special Telegram.)—Governor Holcomb was telegraphed this afternoon of a change made in the point of mobilization of the Nebraska National Guard, the order emanating from the adjutant general's office. Last night's orders were sent out from the War department for a general mobilization of the troops and assigning the point where the troops should rendezvous, preparatory to going to the front, Lincoln being indicated as the point of concentration for the Nebraska troops.

When Assistant Secretary of War Meiklejohn reached his office this morning at 8 o'clock, he found that Lincoln was not altogether adapted for the purpose of mobilization on account of its distance from the government reservation, and after consultation with Senator Thurston, recommended Omaha instead, the latter city having greater railroad facilities and being in close proximity to both Fort Crook and Fort Omaha—government reservations. Congressman Mercer also favored the plan of mobilizing the troops at Omaha and Adjutant General Corbin consequently made the change.

It is understood that the Nebraska troops will go into camp at Fort Omaha, where the work of recruiting two full regiments of infantry will be conducted. It is the purpose of the War department to thoroughly drill the volunteers, using the regular army for purposes of an invasion of Cuba, thereby increasing the efficiency of the volunteer army and preparing them for active service when an emergency arises.

Under the volunteer bill, which is now a law, the companies will be officered as follows: One captain, one first lieutenant, one second lieutenant, one first sergeant, one quartermaster sergeant, four sergeants, twelve corporals, two musicians, one artificer, one wagoner, and seventy-six privates, maximum limit, sixty-four privates, minimum limit.

COMPANY FORMATION.

Under this formation a company will contain a maximum of 101 men, and as the call is made for two full regiments from Nebraska it will give an opportunity for 2,424 men to go to the front, in addition to regimental officers, which Adjutant General Corbin states will be as follows: One colonel, one lieutenant colonel, two majors, one adjutant (extra lieutenant), one quartermaster (extra lieutenant), one surgeon, two assistant surgeons, one chaplain, one sergeant major, one quartermaster sergeant, one chief musician, two principal musicians, three hospital stewards.

Orders were issued late this afternoon detailing officers to the several rendezvous throughout the United States for the purpose of mustering in the troops. Captain Olmstead, Ninth cavalry, is ordered to proceed at once to Iowa; Lieutenant John J. Stotsenberg, Sixth cavalry, is ordered to Omaha; Lieutenant Duff, Eighth cavalry, will muster in troops in South Dakota, while Captain Wilhelm, Eighth infantry, will perform a like service in Wyoming.

Under the call issued last night South Dakota was given a regiment of cavalry, but as there are no cavalry companies in the state protests have been pouring in to Senator Kyle all day asking that he use his influence to effect a change in this regard by giving the infantry of South Dakota, of which there are about 780 in the National Guard, a chance to go to the war.

Kyle labored with the department all day and finally obtained a concession to raise a regiment of infantry in the state, which was ordered to rendezvous at Huron. Three regiments of the cavalry are also to be raised from the northwest, which are not to be credited to any state and will be organized by Judge Torrey of Wyoming, Attorney General Melvin Grigsby of South Dakota and Dr. Leonard Wood of Arizona and New Mexico. This will afford the cowboys of Nebraska, South Dakota, Wyoming, North Dakota and the western states a chance to enlist at large, raising the first call for troops to 128,000 men.

Adjutant General Barry of the Nebraska National Guard is anxious that Brigadier General C. L. Bills be appointed brigadier general of volunteers and is bringing influence to bear to secure General Bills such a commission.

The armories of the Omaha Guards and of the Thurston Rifles were well filled with officers, privates and recruits at 1 o'clock, when they were informed by a Bee reporter that the War department at Washington had issued orders for the mobilization of the Nebraska troops at Fort Omaha, instead of at Lincoln. To say that the news was received with great satisfaction is to express the truth in a very mild manner. The boys were so tickled with the news that the messenger who brought it had many kinds of things offered him.

PROPER POINT TO MEET.

No news confirming or denying the telegram to this effect received by The Bee was obtainable at either of the armories or at the headquarters of the Department of the Missouri. But the announcement by The Bee was most cordially received on all sides. An officer of the army said: "It's a very sensible thing to do. Omaha is the best place in the state for the mobilization of the troops. The railroads center here, and there are two forts near the city, either of which will adequately accommodate the state troops. Fort Omaha is probably better adapted than Fort Crook, and, according to your dispatch, will be used. A week or two of entertaining the troops here will make a lively place of Omaha. Besides, the boys from the other parts of the state will have a chance to see the exposition grounds and buildings before going to the war. The mobilization of the state troops here will mean lots of work for this department, but we can probably handle the work better close at hand than at Lincoln."

READY TO GO ANYWHERE.

The local militia men, though fully prepared to move to Lincoln or elsewhere on receipt of orders, are quite content to remain in Omaha until the time to proceed to the front arrives. One of them said: "While we all wish that we could get orders to move somewhere, because this tension is something horrible, we are glad that Omaha is to have the honor of having the state troops here until they get ready to move. We have been on the Lincoln camp grounds before, and known that they are bad. Without being unfair against the camp there all will admit that old Fort Omaha or Fort Crook is infinitely better arranged for such a camp as will be necessary for Nebraska's two regiments of infantry. It will give us a little longer to say goodbye to our friends, but we are ready to go at any time, as nearly all of us have given up our jobs, and are now simply waiting around for orders. Having the camp here instead of at Lincoln may mean more work for us, but we don't mind that, as we had better be doing something, and now we are simply waiting."

INTERNATIONAL LAW INTERPRETED.

Prof. Westlake of Cambridge University Gives His Opinion.

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LONDON, April 26.—(New York World Cablegram—Special Telegram.)—Prof. Westlake, professor of international law at Cambridge university, has given the following authoritative statement of the English view of the law of nations in relation to sea commerce in war time to the Daily Graphic:

"According to the English definition there are two classes of contraband, absolute and conditional. Here is a list of goods absolutely contraband from the admiralty manual: All arms, ammunition, military and naval equipments, stores, machinery or material for manufacturing these articles. The full list includes sulphate of potash, marine engines, angle iron, Portland cement, etc. These goods are only contraband when being carried to the enemy's port or fleet.

"The list of goods conditionally contraband is as follows: Provisions, liquors fit for consumption by soldiers and sailors, many telegraphic materials, coals, hay, horses, rosin, tallow, timber. Any of these may be assumed to be contraband if destined either for the enemy's ships at sea or the army's port which is mainly used for military and naval equipment.

"Each belligerent is at full liberty to declare any article contraband except restrained by fear of exciting the hostility of neutral powers, but there is no great difficulty, in my opinion, among international lawyers with regard to the definition of contraband. The great difficulty is that many continental lawyers object to our phrase of conditional contraband. Continental lawyers admit that a belligerent has the right to detain without confiscation or pre-empt any goods which might be used for the purposes of war as well as the purposes of peace if on the way to a hostile military port.

"Our authorities declare that the carriage of conditionally contraband goods is usually followed only by pre-emption by the belligerent government, which then pays the freight to the ship owner for the goods absolutely contraband, confiscated goods conditionally contraband and detained or pre-empted. A ship carrying absolutely contraband goods forfeits the freights and has no claim for compensation and expenses of detention.

"Cases were of constant occurrence of contraband goods being carried not direct to the enemy's port, but to an intermediate neutral port, where they were transhipped during the American war of secession. The government of the United States insisted on treating such goods contraband from the moment they left Liverpool, on the ground that their ultimate destination was hostile. This was not resisted by England and the principle was fully accepted on the continent. The only difficulty comes in when doubt arises as to the real destination of the goods. If a Birmingham firm sent small arms to Montreal, to be sold there it would be difficult for a Spanish captor to prove the goods were not really intended for the Canadian purchaser. If so they could not be confiscated.

"On the other hand, if goods are consigned to Nassau the presumption would certainly be that they were intended for the enemy because there could be no bona fide neutral purchasers at such a small place. If there were no intermediate purchases at a neutral port, but merely a forwarding agent, the goods would certainly be contraband from the beginning. Great ocean liners can be detained like any cargo boat and if they have contraband on board will have to accompany the captor to a port of adjudication. Passengers are entitled to no compensation for the extra expense they may be put to. Passengers themselves may be in a sense contraband, for if is illegal to convey military persons belonging to the enemy. The penalty in such a case is confiscation and any part of the cargo belongs to the owner of the ship. If the owner could prove that he did not know the passengers were military persons the ship would be free, but were any considerable number of such persons on board there would be a strong presumption against the ship owner.

"When ships carrying mails are public property of the neutral nation they cannot be stopped; if private property they can be stopped and searched, but the mails must not be opened. If a private ship carrying mails is detained on any account the captor must forward the mails to their destination as speedily as possible.

"Privateering is covered by the declaration of Paris, which America adheres to for the present war. Spain will practically be compelled to follow suit. Besides there is no practical advantage for privateering. It is a commission to a ship to make it a public vessel the same as the issue of letters of marque. The same crew and captain may remain on board. The only difference is that the ownership is passed to an individual to stay and the captain and crew become military persons. If the state cannot afford to pay for the ship in cash other arrangements can be made with the owner. For these reasons, apart from the declaration of Paris, I think privateering dead."

WILL REFUSE CONTRABAND GOODS.

German Ship Owners Will Avoid Annoyance of Searching.

BERLIN, April 26.—The official Reichsanzeiger today published President McKinley's Cuban blockade decree.

United States Ambassador White informed the foreign office here of President McKinley's declaration regarding privateering and all the large steamship companies have jointly resolved not to transmit contraband goods. Therefore the companies have sent a circular to the government expressing the hope, under these circumstances, both combatants will abandon the right to search their vessels.

The German steamer Pennsylvania, which was to have sailed from Hamburg for the United States on Sunday last, was only permitted to sail after it had relanded 30,000 hundred weight of saltpetre, which is regarded as contraband of war.

BLANCO DOES NOT WANT THE FLEET.

Says He Can Defend Havana Without Its Aid.

HAVANA, April 26.—(Via London.)—Captain General Blanco has cabled the government at Madrid to the effect that the Spanish squadron of war ships may be utilized elsewhere, as he can account for the defense of Havana without the assistance of the fleet.

HAVANA TIGHTLY SEALED UP

American Blockading Fleet Evidently Understands Its Business.

IT OVERHAULS EVERY VESSEL IN SIGHT

Practically Impossible for a Blockade Runner to Make Its Way Through the Fleet of Iron Monsters.

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KEY WEST, Fla., April 26.—(New York World Cablegram—Special Telegram.)—The watch kept on the American blockading fleet is exquisitely alert. The Triton is a big tug. It would be a very small blockade runner, yet in steaming rapidly, the length of the Cuban blockade, it was flooded with light and brought up with a round turn by at least two ships on every station. They seemed to turn up from every point of the compass. No sooner had one dazzling flood of white brilliance thrown its screws and tack heads into relief, no sooner had the Triton's course been quickly and perspiringly changed, so as to approach the big investigating eye and an authoritative "What Ship is that?" meekly answered by "Triton, sir," than it ran into another actively inquiring mass of brain directed steel.

Sometimes the blockader's earnestness was quite intense and the Triton had shells fired at it before it could round to, though the helm was jammed hard over in ten seconds' lively work by a perspiring and anxious quartermaster. The ship was the armed yacht Hornet, a new comer, and after a second its warning blank shot was followed by the flash, sharp bursting noise and following muzzle detonation of a business-like shell from a well directed rapid firing cannon and the interval was about ten seconds.

The Terror was also wide awake and decided to prevent our uninspected flight to the extent of four shots. The first was a blank and the other three had projectiles ahead of them. With whistle bellowing and the hull coming around as quickly as possible the Triton just escaped the last projectile, through its striking a friendly wave not twenty yards off. It was deflected and whizzed past the stern. Captain Ludlow had never seen the dispatch boat and sent a boarding officer. A smart young ensign in a smarter boat came sweeping off, and finding its papers correct, departed. Major Smith's small arsenal was in plain view and the Triton's navy rifles were much in evidence. The ensign remarked: "Humph, this is the darnd'st newspaper boat I ever saw!" and clambered over the Triton's side into his gig.

The eight other ships contented themselves with a searchlight upon us and consequently the admiral has instructed Lieutenant Staunton to arrange signals for newspaper boats, and no more coal nor ammunition need be wasted chasing them.

ON THE WATCH.

Although the American ships are few for the coast, they watch. The Triton was overhauled by most everyone of them in a run of 180 miles. Better watch could hardly be kept. Admiral Sampson told me today that the capture of one out of every three blockade runners is usually considered good blockading. But if a single ship passes the American line of watch dogs, it must be little, light and full of engines. There is no danger that Havana will be fed for long or often.

The Terror captured a good sized Spanish coasting steamer this morning about 9 o'clock. It was heavily loaded with sugar and general merchandise and was anchored near the shore for the night. Today it started for Key West. A big sugar-laden schooner had also been captured. The prize crew is sailing it north.

Matanzas is sealed as tightly as Havana. Many large Spanish sailing vessels are there loaded with sugar. The naval youngsters are yearning to dash in and capture them. It could easily be done. With ancient iron guns and five brass Napoleon pieces the gray fortifications of this port are not of much use.

Sague La Grande has also a full complement of Spanish schooners, but the water is too shallow to risk going in for them. Large ships cannot approach nearer than nine miles from the town and could be easily captured in port should they succeed in entering.

Cardenas has the most complicated ship channel. Any smart torpedo or gunboat of light draught could cut across over the intricate sandbars and nab a blockade runner foolish enough to attempt the feat, and at night the ship channel is almost impassable.

To westward of Havana harbor passages and mouths are also much against quick entrance. Mariel has a winding ship channel and Bahia Honda, the extreme western port to be sealed, has no railroad connection with Havana. Even should the American land forces not occupy and intercept provisions landed here the Cubans will. No self-respecting "runner" will try Bahia Honda. Havana is the only port of easy entrance and here the blockade is properly stronger.

NEWS IS SLOW.

News of war has spread with astonishing slowness. Spanish sailing craft left Sagua Cabarien and other north coast ports as late as yesterday. Captain Dakerson of the big three-masted American schooner, James Slater, of Fort Jefferson, is a happy and lucky man. For three weeks he has been lying in Sagua harbor loading sugar. On Saturday the captain of the port ordered the schooner out to sea. I asked the leather-tanned, leather-dinged skipper if the Spanish official told him of the war. He bellowed back: "No, he just told me to get out and I got." His Spanish pilot ran the schooner ashore and Dakerson dumped fifty tons of sugar overboard before he got it off. Sunday morning the James Slater pulled out from land and the Triton overhauled it. The amazing thing is that the Sagua military commander alowed this valuable ship and cargo to calmly sail away. With three mausers and soldiers in a row boat he might have made himself a comparatively rich man. Either he hadn't heard the news or he just didn't know.

The little fishing smacks were out in schools. We spoke one manned by Cubans. At the good news they yanked off their hats and cheered. They were perfectly generous in offerings of red, yellow and blue West Indian fish.

The first real prisoner of this war is Second Lieutenant Juan Pino Fernandez. He commanded the sentinel fort at the mouth of the river Canasi, on the north coast, and its twenty men. On the 22d, in Matanzas, thirty miles distant, Mme. Fernandez bore a son. The lieutenant embarked in a fishing schooner to view his eighth born and was captured in the act. The Hornet brought Lieutenant Pino and his companion, a servant, aboard the flagship. Captain Chadwick summoned the captive officer. He discovered the mission upon which Pino had been upon when captured and asked him to have some breakfast. The lieutenant said he had no appetite.

After questioning for a while as to his rank, place of command and circumstances of capture, Captain Chadwick consulted a moment with the admiral and smilingly told the captive he was a free man. The Spaniard took his release as philosophically as he had borne his capture and bowed courteously. His parole was written by Captain Chadwick and translated to him. Lieutenant Pino Fernandez signed it, and thus promised never to bear arms against the United States during the present war between Spain and the United States unless regularly exchanged. Lieutenant Pino was then shown over the ship.

SURPRISED AT EVERYTHING.

The cleanliness of everything amazed him. The liveliness and spring of the jackies was puzzling to him, accustomed as he is to the patient, slow submission, which is Spanish discipline and Captain Wallack's marines opened his eyes in admiration. They were doing bayonet drill and did it quite well. To the Spanish lieutenant, who probably had not seen men put through the manual of arms for three years, or since he left Spain, these military athletes were tremendous.

"How great the men are," he said on noting the tall sailors on the right of a drill squad. "Are there more of these?" he asked.

Then I explained as well as I could the eight-inch guns. Lieutenant Pino Fernandez is a little man. His uniform, including insignia and brass buttons, a long time ago, cost $9. His straw hat was not symmetrical and a red and black handkerchief was his shirt collar. Four of his six coat buttons were not there and rather a soiled garment stuck out. He was not prepossessing. The broad spar deck was full of sailors off watch. They were gentlemen. They did not bunch around their first captive soldier. They did not stare at him as though he were a new species of game. They did not joke about him. They showed a forbearance for that poor, dogged looking lieutenant that rather indicates they will stick close to each other when it comes to fighting.

Some one said to him: "You will have to go to Spain for the rest of the war."

His face lit up: "Ah, the happiness of it," said he. "Here it is marching and sweating and suffering and to no use. The enemy won't fight."

With Richard Harding Davis on one side and Lieutenant Commander Potter on the other the captive was dined by the wardroom mess. Captain Chadwick finally decided to send him ashore at Cojimara, under a flag of truce in the government tug Algonquin. He is probably by this time telling Blanco that all Americans are not pigs, and that some American ships are not made of pasteboard. The only favor he asked was the restoration of his revolver. It was granted. His servant accompanied him.

SYLVESTER SCOVEL.

THE BEE BULLETIN.

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Fair; Warmer; Southerly Winds.

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Temperature at Om[illegible]:

Hour.	Deg.	Hour.	Deg.
5 a. m.	35	1 p. m.	59
6 a. m.	36	2 p. m.	60
7 a. m.	40	3 p. m.	62
8 a. m.	42	4 p. m.	64
9 a. m.	48	5 p. m.	64
10 a. m.	53	6 p. m.	63
11 a. m.	56	7 p. m.	62
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		9 p. m.	56

ENGLAND TIES UP OUR WAR SHIPS.

Its Proclamation of Neutrality is Rigid in Terms.

WASHINGTON, April 26.—Sir Julian Pauncefote, the British ambassador, today received a cable dispatch from the British foreign office, signed by Lord Salisbury, announcing that the queen's proclamation of neutrality in the war between Spain and the United States had been signed.

The dispatch states that proclamation is similar to those issued on former occasions, but in addition directs special attention to the three rules of the treaty of Washington of May 8, 1871, article vi, which will be observed toward both countries.

The three rules which Lord Salisbury directs special attention are of exceptional moment just at present, owing to the presence in British ports of several war ships, including the Somers and Albany, intended for the United States navy.

The three rules are as follows:

A neutral government is bound, first, to use diligence to prevent the fitting out, arming or equipping, within its jurisdiction, of any vessel when it has reasonable grounds to believe is intended to cruise or carry on war with a power with which it is at peace; and also to use like diligence to prevent the departure from its jurisdiction of any vessel intended to cruise or carry on war as above, such vessel having been specially adapted, in whole or in part, within such jurisdiction, to warlike use.

Secondly, not to permit or suffer either belligerent to make use of its ports or waters as the base of naval operations against the other or for the purpose of renewal or augmentation of military supplies of arms or the recruitment of men.

Thirdly, to exercise due diligence in its own ports and waters, and as to all persons within its jurisdiction to prevent any violation on the foregoing obligations and duties.

The second rule doubtless accounts for the enforced departure of the United States fleet at Hong Kong. The first rule appears to apply directly to several ships purchased by the United States abroad, and now hurrying to completion in British yards. Most important of these is the fine cruiser Albany, formerly the Abroueall of the Brazilian navy.

From the strict rule adopted in stopping the torpedo boat Somers and the mail steamer Ireland, as reported by press dispatches, it is believed the rule against the departure of war ships will be given a very rigid construction.

HUSTLING FOR COAL

Spain is Several Chips Shy on Black Diamonds.

SUPPLY CAUSES GREAT DEAL OF ANXIETY

Peninsular Article Not Fit to Use on War Ships.

MUCH INJURY COMES FROM THAT SOURCE

Considerable Ill Humor Shown Against the Powers.

THEIR DECISION ON CONTRABAND OF WAR

Spaniards Do Not Like that Phase of the War—Attitude of Madrid Government on Privateering.

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MADRID (via Frontier), April 26.—(New York World Cablegram—Special Telegram.)—Nothing causes more anxiety to Spain than coal supplies for royal merchant navy and Spanish industries. Spain has coal mines in Asturia and the southern provinces, at Belmez and other places. It is only peninsular coal. Though largely used on railways and in private houses, it cannot serve great factories and naval purposes, as it frequently damages the boilers and delicate machinery. Several war vessels have suffered seriously from having used native coal. The price of native and foreign coals has risen nearly 50 per cent in the last eight days, causing much inconvenience to trade and manufacturers. The government has officially declared that it had made quite sufficient purchases in Cuba and the peninsula to meet all emergencies for some time. Nevertheless in the press and official circles much ill humor is shown against England and the other powers because they are supposed to be disposed to consider coal contraband of war.

AS TO PRIVATEERS.

An active exchange of views is going on between the minister of state and the ambassadors of the great powers about the royal decree published in the Madrid Gazette to define the intentions of Spain in the coming maritime war. The European powers are pleased to see that Spain for the time being consents to refrain from arming privateers, but would prefer to see her adhere to the treaty of Paris of 1856.

Nobody can say how soon pressure may be put upon the regent and ministers to force assent to the popular outcry for corsairs to prey upon the American merchant navy and interfere with international trade on the high seas. The idea of creating an auxiliary fleet of merchant steamers was suggested to Spain by Russia. The auxiliary fleet already consists of forty steamers in Spain, eight in Cuba and several at Manila.

EAGER FOR HOSTILITIES.

The Spanish press and public opinion is getting angry and impatient because so many days pass without hostilities beginning actively. They ridicule the slowness and procrastination of the American government commanders, which the ytake to be proof that America indulged in big talk and threats without really being prepared at land or at sea for war, which the Spaniards are convinced they can make last very much longer than McKinley and his councilors even dream. The Spanish generals say they have not much fear of the Americans landing in Cuba at the opening of the yellow fever season, if their fleets can only manage to keep some part of the coast clear for the arrival of supplies and ammunition. They also urge that from all past experiences in naval wars it is considered possible to run a blockade with fast merchant steamers if only properly rewarded. They also rely much upon the spirit of their troops. Volunteers are quite different when it comes to a point of resisting invasion.

MANGROVE MAKES A FINE HAUL.

Gathers in a Spanish Steamer and a Rich Cargo.

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KEY WEST, April 26.—(New York World Cablegram—Special Telegram.)—By far the most important capture yet made by Admiral Sampson's fleet was the Spanish steamer Panama of Barcelona, bound from New York to Havana with an exceedingly valuable cargo, consigned to the Spanish army and Havana merchants. It left New York Wednesday and had got just off the Cuban coast, twenty miles east of Havana and ten miles off the coast, when the Mangrove, which had just started for Key West, came into range.

It fired three shots from its guns at the Panama. The Spanish vessel hove to and a crew of seven men from the Mangrove was placed aboard. This crew was not considered sufficient, so the Indiana, which was lying near by, sent a reinforcement of ten men under Cadet Fulconer. Senior Officer Ensign J. H. Dayton of the Mangrove was in command of the prize crew. It carries a large crew and has on board a number of passengers. It was towed into port by the Mangrove, arriving here at 10:40 a. m. None of the passengers knew that war was on, having left on Wednesday, two days before the blockade was declared.

PURCHASE TWO MORE BIG LINERS.

Fuerst Bismarck and Columbia [illegible] to the United States.

NEW YORK, April 26.—The Ha[illegible] American steamship line officials [illegible] firmed the report of the purch[illegible] government of their vessels Fu[illegible] and Columbia now in port. [illegible] fitted out as auxiliary cruisers at [illegible]lyn navy yard.

Said to Be a Canard.

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KEY WEST, Fla., April 26.—(New York World Cablegram—Special Cablegram.)—It is said that Blanco's story about the repulse of three American ships is manifestly wrong, as there is not enough water in that harbor to permit the entrance of American war ships off that port except torpedo boats. The admiral knew nothing of the matter [illegible] day.