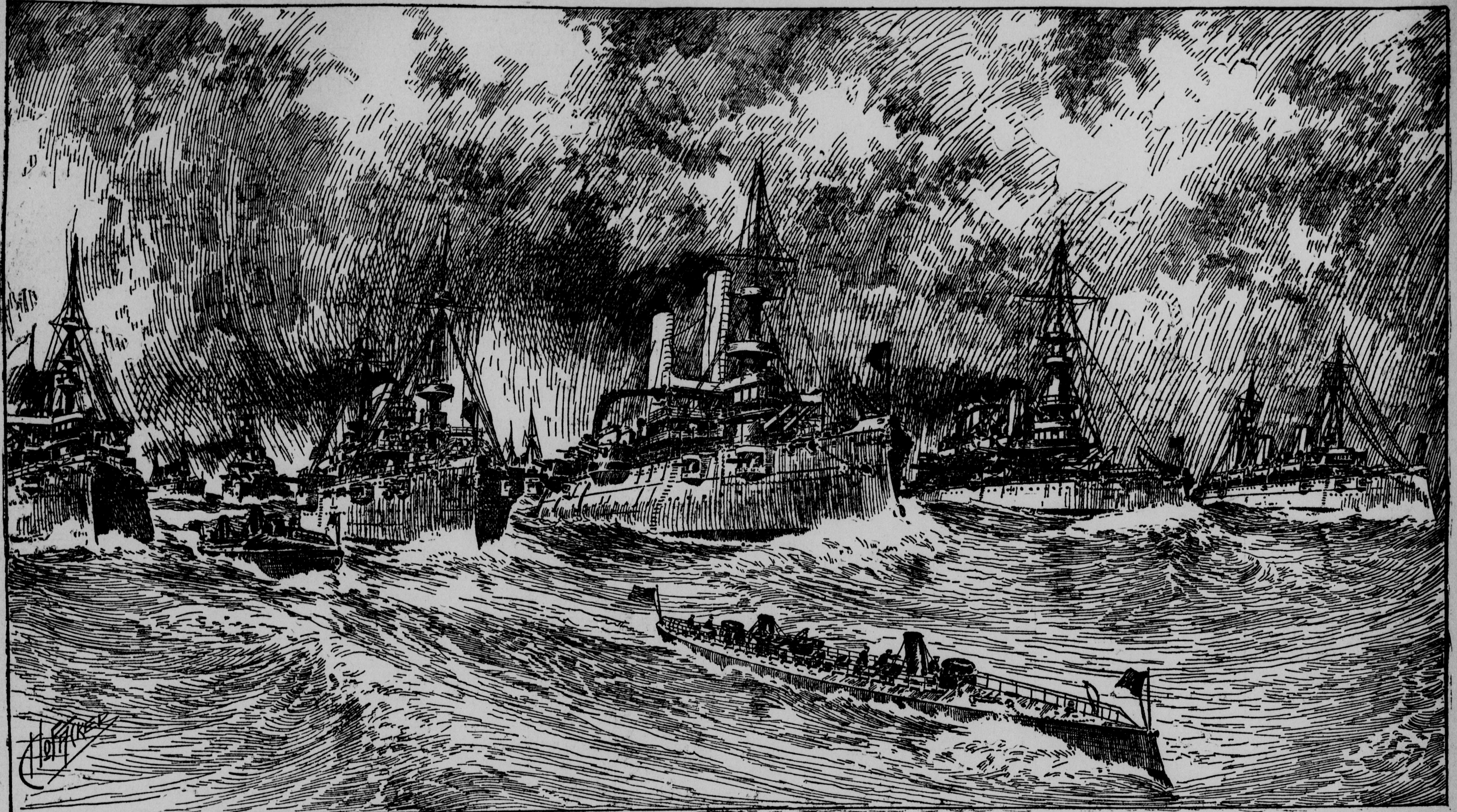


READY TO FREE CUBA AT THE WORD FROM CONGRESS

CRUISER
NEW YORKCRUISER
COLUMBIABATTLESHIP
INDIANATORPEDO BOAT
ERICSSONBATTLESHIP
TEXASCRUISER
MONTGOMERYBATTLESHIP
IOWATORPEDO BOAT
CUSHINGBATTLESHIP
MASSACHUSETTSCRUISER
MINNEAPOLIS

CUBA'S FAMISHING THOUSANDS

A Cry From the Starving Women and Children of the Island That Spain Has Touched With Her Blight

HAVANA, March 18.—(Special Correspondence to The Herald.) It is not easy for a wall of woe from starving people to penetrate to the ears of comfortable folks who live in the land of plenty. Starvation must be experienced for its misery to be appreciated. Even the photographs of the famine scenes of Havana, and the world pictures descriptive of the unutterable misery existing here, fail to convey to Americans an adequate idea of the horror of it. There is one peculiarity about these starving Cubans. They starve and die in silence. Whatever outcry is made about condition comes from pitying foreigners. The dying masses simply look at the foodless world around them with lack-lustre eyes, and apparently have lost all desire to look for anything but one thing—the death that will put an end to their sufferings.

There is nothing heroic about it, although they are dying for their country as literally as the men who are being killed in battle with the Spaniards. They have only one privilege that the soldier frequently has not: they can die with a roof over their heads. If they are only cold, they are buried in an ordinary grave, instead of a trench hastily dug on the scene of a skirmish.

If any one wishes to study the question of how long a human being can hold out without food, here is the spot to study it. The constantly presented puzzle is how there can possibly be any life in the skeletons that are seen in such appalling numbers in Havana today. Old women who are ghastly with the ravages of the famine added to the marks of age; children who are such living bags of bones that it would surprise no one if they were only collapsed into fragments; infants whose fluttering life dies out while you look at them; these are scenes that are so common here that they scarcely call for comment except from those who have not been long on the island.

The recent deaths are waiting for the intervention of the United States to know to be surely coming. It must come soon if there are to be any left to save. What are a few shiploads of food when so many thousands are starving? It is the war that must be stopped. The starving reconcentrados will then soon save themselves.

The hospitals are full of dying men, women and children, who need only one medicine—food. They lie around helpless to help themselves, and with nothing to draw upon if they had the power. The policy of the Spaniards is murderous, and their excuse that the starving Cubans are part of the horrors of war, and cannot be avoided, is brutally callous in these civilized days.

The writer was conversing yesterday with an American lady who had recently arrived in Havana, and who had been shocked beyond expression by the awful scenes among the famine-stricken people. Her righteous wrath at the Spaniards had brought this misery about was accompanied by a feeling of indignation at her own countrymen because they had not made greater haste to relieve the distress, and had allowed Spain to continue so long her brutal policy towards the innocent women and children of Cuba.

The starving people have heard no word of complaint. They look so thoroughly spiritless that they make no effort even to beg for help. I have been unable to sleep for the sight of these awful faces, with their hopeless eyes and gaunt look of suffering. And the United States, with its bountiful store of provisions so short a distance away! What right have the Americans to consider Spain when this misery is existing? It is a cry from suffering humanity, and it should be answered with vigor at once. If Spain is so inhuman as to object to our helping the innocent sufferers through her war, then we should insist and ignore Spain.

This lady voices the feelings of all Americans in Havana. With starvation in its ghastliest form confronting them everywhere, they have no patience with the policy of carelessness. What they would like to see, and what they expect to see in the very near future, is a fleet of American warships, conveying a fleet of merchant vessels laden with provisions and clothing, the warships prepared to get the relief to the starving and unloved Cubans even if American shot and shell have to clear the way. It is an emergency that calls for prompt action, and the time for mincing matters with the Spaniards who are responsible for bringing about the distressing state of affairs has gone by. The hopeless eyes of the starving women and children of Havana may get back their natural light if Uncle Sam does his duty now.

There are those here who have seen the natives of India die of slow starvation, and who declare that even the suffering of the Hindus is not equal to that of the Cubans. Here the starving people know that there is no excuse for their condition. They would have food in abundance but for the Spanish soldiers. Here is no visitation of Providence that could not have been foreseen or provided against. It is all man's inhumanity. The fields await cultivation, but the people are compelled to starve and die because they are forbidden to cultivate them. If that is not laying at Spain's door the deliberate murder of those who die from starvation, the Americans here would like to know where their logic is at fault.

The number of deaths is appalling. Twelve hundred died in November, 1200 in December, 700 in January and 500 in February in Matanzas. The number of deaths has decreased simply because the people are dying out. If extermination is Spain's policy, it certainly proves successful.

SHIP ITS OWN TUGBOAT

New Propelling Device by Which a Vessel May Tow Itself

A unique propelling device has just been invented whereby a vessel may in a measure become its own tugboat. It resembles an auxiliary propeller more than anything else, consisting mainly of a cylinder pointed at both ends and carrying within a motor mechanism which receives its power ordinarily from the engine of the vessel to which it is attached.

At one end of the propelling device there is a screw propeller, and at the middle is attached a bar, or tube, connecting the ship and forming a conductor for electricity, steam, compressed air or other motive power. On either side of the tube radial arms extend, connecting with the ship in order to more perfectly secure the auxiliary craft to the greater vessel.

The device may be attached to both sides, to either end, or to whatever portion of the

ship may seem desirable. Two of them will propel an ocean steamer with sufficient force to give it headway, though very little speed. It is especially designed for the use of vessels which have suffered accident, either to their propelling machinery or to the rudder. It will supply admirably the place of the steering apparatus, and seems to be just about what has been needed for some time. Nothing can be more unmanageable than a ship without a rudder, and the inventor says it was really this idea that inspired him to conceive what promises to be a very useful contrivance.

Any vessel can be easily equipped with the new propelling device, and that, too, without complication of any sort. All that is necessary is to supply the avenue for the power to reach the device and to provide for its being secured to the side or end of the ship. When not in use it can be carried on davits, in the same fashion as the ship's boats. Thus when it is needed it may be easily dropped to the necessary point where it is to be fastened and put into operation as easily and gently as when a boat is lowered in a heavy sea with proper precautions to prevent its being stove in against the side of the vessel.

Ordinarily the device would weigh one ton, and be of twenty-horse power capacity. Its dimensions would be twenty-three inches in diameter by seventy-two inches in length, though the inventor believes that yachts and fast steamers would do better if the conical case were made longer so as to slip through the water more easily. This would not interfere with the capacity of the motor.—Pittsburg Dispatch.

Kruger's Characteristic Statue
A hat of President Kruger has been sent per parcel post to the Eternal City. It is wanted for the president's statue by Mr. Van Bouw, its sculptor. The monument, according to its design, will be 14 meters high, a bronze figure on a pedestal of red granite. In front will be placed four gigantic Boers, two in the costume of the earliest settlers and two in the field equipment of the last war. The bas-reliefs on the four sides of the pedestal are to portray scenes from the life of the president. As to the dress presidential, it will consist of four pieces—rummy boots, trousers a la week-day wear, loose as to the knees, not a waist baggy; the frock coat and the tall hat. On the question of the hat there has been a strife of tongues. It opens, says the Debat, a new chapter in art, the chapeau de chapeaux, but, as Mr. Van Bouw remarks, "the president's head and the president's hat form an aesthetic and indivisible unity." Wherefore the hat has already been cast in plaster, curly in its brim and two feet high. Such realism in art is, perhaps, to be regretted, but then we shall have our Oom Paul as he may ordinarily be seen.—Pall Mall Gazette.

Divorces in Europe
Berlin, though behind many cities of the United States in the matter of divorce, leads the European cities. It has 22 divorces to every 10,000 marriages, while Hamburg comes next with 27. Paris shows 21 per 10,000. For the whole of France the figures are now 8.5, against 3.1 up to 1884 (adoption of the Niquet law of divorce); Switzerland shows 20.3; Denmark, 17.1; Saxony, 15.7 (or the same figures as Massachusetts). The lowest figures in Prussia are shown in Westphalia, with 3.7; Rhineland, 3.2; Mecklenburg shows 3.7; Baden, 3.3; Hungary, 3.1.

More Money in Rabbits Than Wheat
J. R. Brannock bought 553 rabbits and 24,420 dozen eggs from January, 1887 to 1888, paying \$2755.53. The raising of poultry and catching of rabbits is no trifling industry, if closely followed. The rabbit crop, if rightly computed, has done more for the people of Harrison county this year than the wheat crop. We're puzzled to know what political party will claim the honor.—Cynthiana (Ky.) Log Cabin.

BICYCLE'S SHARE IN THE COMING CONFLICT

The League of American Wheelmen comes to the front as an important factor in a war of the future. The secretary of war has received word from the chief consul of the Indiana division, L. A. W., Wallace Sherwood, that the latter is ready to raise five companies of wheelmen, each company to be composed of fifty men, who will be thoroughly drilled in bicycle tactics, and be willing to go to any part of the country that is threatened by an enemy, or, if necessary, to go abroad to fight.

Following the offer of Wallace Sherwood there have come similar offers from various parts of the country. The great army of wheelmen seem brimful of eagerness to turn their bicycles to use in defending the flag. All the offers have been placed on file in the war office, their number showing that in case of war the government would have ample force of this new type of modern auxiliary on hand.

The usefulness of the cyclist soldier has been admitted by all military authorities. Experiments made with troops of bicycled-mounted infantry in this country have shown that an army will not be properly equipped without a corps of wheelmen to act as scouts, to form flying squadrons and to perform many important duties previously done by cavalry.

In order to thoroughly test the question of the cyclist's usefulness in war times, Lieutenant Moss of the United States army made a tour through the west with a corps of men, and his report to the war department showed conclusively that the cyclist, unhampered by the necessities of a cavalry regiment, could make astonishingly rapid progress through a country where roads were in fairly good condition. An attaché of the United States war department has just prepared and submitted to the Washington officials a statement showing the fighting effectiveness of a force of cyclists equipped with the special guns made for use by the wheeling division of a modern army.

It is shown that the ordinary bicyclist with a magazine rifle strapped to his wheel, ready for action instantly, makes a valuable man for quick work in war while the fire of a squad of these cycle soldiers, supplemented by that from rapid fire guns that can be transported on tricycles, is a formidable factor in a fight.

The rapid-fire gun favored is one combining the features of the Maxim and Nordenfeldt weapon. It is capable of being mounted on the rear of a tricycle between the two wheels and can be transported with very little additional effort on the rider's part, as its weight is light. The rapid-fire guns would be stationed at intervals along the line of dismounted bicyclists, the tricycles serving as gun carriages. The rider will dismount, and kneeling, fire the gun at the rate of 3000 shots in two minutes. It requires no effort of the imagination to see what a terrible fire could be maintained by a troop of cyclists armed with magazine rifles and a number of these rapid-fire guns.

The gun has an automatic feeding arrangement. The cartridges are thrown into a hopper and the action of the gun when fired thrusts them into the barrel. Two men can keep the gun going as long as the ammunition holds out, one man firing, the other loading the magazine.

It is a phase of modern war that has never been tried in action, and, like a good many more of the new ideas in fighting, may prove when tried in earnest to have a good many drawbacks that have been overlooked. It is not thought, however, that these can offset the numerous advantages that the cyclist soldier will

have over the cavalryman. If the latter's horse is killed he runs the risk of capture. If the cyclist's wheel is smashed he runs the same risk, but the bicycle stands less chance of being disabled than the horse, for it presents a very small mark for a bullet, and, laid flat on the ground, is almost safe from being hit.

The cyclist can make better time on a good road than a horse and can keep up the pace longer. In rough country where the wheel could not travel the horse would again have the advantage.

The bicycle needs no provender and is not likely to collapse when roughly used so as to be beyond hope of repair. The bicycle is almost noiseless. Through the dark roads a squad of wheelmen can steal like phantoms and perform duties that a noisy cavalry troop could never attempt.

It seems probable, therefore, that the bicycle contingent will play a most important part in a future war, and the offers of the patriotic wheelmen of the country to roll themselves into companies has naturally been received with satisfaction by the war department.

THE GREAT RELAY RACE

Every Big College in the Country Will Be Represented at Philadelphia

What promise to be the greatest relay races ever held in America or in the world are those scheduled to take place at Franklin field, Philadelphia, on April 23, under the auspices of the University of Pennsylvania. Every big college in the United States is entered and the candidates of each are working hard. Among runners of national reputation that are expected to start are Turner, Murphy, Kennedy, Hoffman, Lane, Kraenzlein and Windsor.

Pennsylvania claims to be the originator and promoter of the relay race, and therefore takes a great interest in the annual event at Franklin field. All other efforts will appear decidedly insignificant when compared with the one of 1898. One race will be a contest to determine the one-mile college championship of America, each man to run a mile, and the third will be a two-mile championship, each man to run a half mile. A number of other races will be given between rival colleges and public schools. The colleges and schools will be arranged according to their athletic strength. The championship classes, of course, are open to all, even though the race in which a college or school has been placed is deduced.

The classification of the colleges is as follows: Yale, Harvard and Pennsylvania; Cornell, Columbia, Lehigh and Lafayette; Brown, Georgetown, Holy Cross and Catholic Indians; Dartmouth, Amherst, Williams, Massachusetts and Institute of Technology; Wesleyan, Boston University, Trinity and Boston college; Swarthmore, College of the City of New York, Haverford and Rutgers; Chicago, University of Michigan, University of Missouri and University of Illinois; University of New York, Union, Syracuse and Rochester; Minnesota, Iowa, Toronto and Leland Stanford university; Bucknell, Franklin and Marshall, Dickinson and Gettysburg; Ursinus, Muhlenberg, Villanova and Delaware college; Johns Hopkins, St. John's college, University of Maryland and Columbia university; Vanderbilt university, University of North Carolina, University of Virginia and University of Georgia; State college, Western university of Pennsylvania, Washington and Jefferson and Allegheny college; Fordham, Stevens, University of Vermont, Worcester Medical college, Hahnemann college; Medico-Chirurgical and Philadelphia Dental college; Annapolis Naval academy and West Point; Western Maryland college, Washington college, Waynesburg college and Washington and Lee.—New York World.

HAVANA, THE CITY OF EVIL

Men Experienced in the Vicious Centers of the Universe Declare the Cuban Capitol Has No Equal

HAVANA, March 18.—(Special Correspondence to The Herald.) A city where the keeping of Sunday as Englishmen and Americans keep it is unknown; a city in which women cannot move abroad alone at any time of the day without danger of insult; a city whose chief amusements are bullfighting and cockfighting; where the cigar and cigarette are smoked eternally and the cafe and music hall are the chief delights of the populace. This is Havana today. These are features of the daily life of the city that have caused men experienced in evil things to declare that Havana is the wickedest place in the world. Vice flourishes there as it does in few other cities. It is about the only thing that the citizens seem to care to see flourish.

There never was a more indolent and careless people as regards improvements and moral well-being. Everything helps along this condition. Fresh arrivals from Spain bring with them a little gleam of hope, but it is never long lived. Both the climate and environment are against it. If one did not kill moral energy, the other certainly would.

The new arrival perhaps makes a feeble attempt to buffet the tide, but the chances are all in favor of his going with it, and in ninety-nine cases out of a hundred a little stay in Cuba finds him a warm supporter of the unregenerate doings that find favor there.

Dances are given in the theaters such as would speedily bring down upon the house a squad of police were the same thing attempted in America. The houses in many quarters reek with immorality. While soliciting on the streets is not allowed, the houses are open abodes of vice that flaunts itself in the faces of passers-by in all stages of undress.

If any voice is lifted in protest it must be a very weak one, for no one is ever heard lamenting over the degraded state of a large portion of Havana's people. It is not at all improbable that the innocent stranger will find that he has taken up his abode in a house of ill-fame. The distinction between a dissolute and an honest woman is so fine that few trouble to bother about it, and any suggestion on the subject would be received with ridicule. Why should any one trouble about the presence of a so-called dissolute woman in a house in a city where the sacred ordinance of marriage is regarded so lightly that it is most frequently ignored altogether, except by those who can afford the luxury, and care to devote the time necessary to the performance of the ceremony.

Sunday is the great gala day of the week in Havana. Everything is going full blaze, from the lowest dive to the swiftest cafe. The streets are crowded. The women in happier times than these were conspicuous, though none went about unescorted, unless reckless of consequences. Truth compels the statement that, as a rule, whatever physical beauty the Cuban women have comprises their greatest charm. They are uninteresting in conversation, for the reason, mainly, that they do not know anything. They are kept almost like prisoners during their girlhood and young womanhood, encouraged in indolence, and have as little to talk about as they have to do. They learn only to play on the tin piano that can be heard jangling at most any hour of the day in a Cuban house—for planes are robbed of their character by the climate here just as much as men—and they go through the ordinary studies of girlhood, and then they come to an intellectual Nirvana. They seem to be very pious and take every opportunity to go to

church—and there are many opportunities here, where every feast day in the calendar is observed with much ceremony—but one cannot help suspecting that, mixed with their piety is a worldly desire to vary the monotony of their home life.

One sees many more women than men kneeling on the stone floors of the cathedral on a feast day; indeed, if one wants to see Cuban women, the church is about the best place to go. He will see many an arch face behind a convenient fan, with laughing eyes that seem to say the owner's thoughts are not all on the words of the service. If the typical Cuban girl is not up to date in her mental equipment, it is not her fault. She has not been brought up according to the American notion of what is necessary to make a girl of the period. She is not troubled with any ambition to free her sex or to make a stir in the world. She was born to be loved by some lazy man who will not ask many questions, and she fills the bill admirably.

NOVELTY MILLS OF MAINE

Spools, Skewers, Toothpicks and Baby Sleighs Produced

The spool factories of Maine turn out annually about 250,000,000 spools, which will hold 50,000,000 yards of thread—200 yards to the spool. There are seventeen of these factories in the state, employing 550 hands, at average wages of \$1.50 a day each, or \$247,500 a year total. In the making of the spools 30,500 cords of white birch timber, or 15,250,000 feet, are used. This timber is worth \$1 a cord. A large part of the spool timber cut in Maine is not manufactured there, but shipped from Bangor to great factories in England and Scotland. Last year Bangor exported 6,378,668 feet of spool bars to the United Kingdom, the value being \$144,000, and more will be shipped next year. There is practically no limit to the supply of white birch available.

The so-called "novelty mills" of Maine are numerous all through the hard wood districts. In these mills are turned out all kinds of little wooden boxes, many of which are used by druggists; checker boxes, checkers, dice boxes, wooden stoppers, handles of a thousand kinds and shapes, toothpicks by the million, ladders, swings, sleds, school desks and chairs, toy carts and wheelbarrows, tables, desks, cycle stands, baby sleighs and other things too numerous to mention. The largest "novelty" factory in the world is at South Paris, Oxford county, where 200 hands are employed.

A Dixfield factory has just completed an order for 8,000,000 checkers and 200,000 dice boxes and at another factory in the same town they have made this year 525,000,000 toothpicks. One firm has made 5,000,000 skewers, such as are used by butchers. Wooden bicycle rims are also an important article of manufacture. The product of these factories goes to all parts of the world. The timber used was once considered practically worthless.—New York Sun.

Owl as a Rat Killer
To test an owl's ability to catch rats, a large bird was captured in the country near Sandusky, Ohio, and confined in a box three feet square. An even dozen rats were caught in a steel trap and the entire lot put in the box with the owl. In just nine minutes every rat had been killed, and Mr. Owl was apparently looking for more. The bird will be put on small rations for a week, during which time three dozen rats will be brought and caged with it.