

# The San Juan Islander.

VOL. VIII. NO. 6.

FRIDAY HARBOR, SAN JUAN COUNTY, WASHINGTON, THURSDAY, MARCH 24, 1898.

PRICE 5 CENTS.

## .....A..... TERRIBLE ...CUT...

On the Best and Largest Stock of  
Dry Goods  
Notions, and  
Gent's Furnishings  
in the Northwest.

**MONTAGUE & McHUGH**

Are making room for  
the Largest Shipment  
that will cross the  
mountains this spring.

We Are Going to Do Business

and this is the starter.

A few prices for your  
careful consideration:

Yard wide Bleached Muslin, 4½c a yard, regular 7c quality.  
Yard wide Bleached Muslin, 5½c a yard, regular 7½c quality.  
Yard wide Bleached Muslin, 6c a yard, regular 8½c quality.  
Yard wide Bleached Muslin, 7½c a yard, regular 9c quality.  
Yard wide Bleached Muslin, 7½c a yard, regular 10c quality.  
2 yards wide Bleached Sheet, 15c a yard, regular 22½c quality.  
2½ yards wide Bleached Sheet, 18c a yard, regular 27½c quality.  
Yard wide Tobacco Cotton, 2½c a yard, regular 3½c quality.  
Yard wide Sea-Foam Cotton, 3½c a yard, regular 5c quality.  
Yard wide Unbleached Sheet, 4½c a yard, regular 7c quality.  
Yard wide Unbleached Muslin, 6c a yard, regular 8½c quality.  
Yard wide Unbleached Muslin, 7½c a yard, regular 10c quality.  
Good Outing Flannel, 4½c a yard, regular 6½c quality.  
Heavy Outing Flannel, 7½c a yard, regular 10c quality.  
English Flannel, 8c a yard, regular 12½c quality.  
Standard 4x64 Calico, 5c a yard, regular 7c quality.  
Standard 4x64 Gingham, 4½c a yard, regular 6½c quality.  
Russian Flannel, 7½c a yard, regular 10c quality.  
Table Oil Cloth, 48-inch, 12½c a yard, regular 15c and 20c quality.  
Curtain Scrim, 36-inch, 3½c a yard, regular 6½c quality.  
Fancy Curtain Cloth, 36-inch, 10c a yard, regular 15c quality.  
Table Damask, Bleached and Unbleached, Turkey Red and Fancies, all at reduced prices.

### DRESS GOODS.

All-Wool Fancy Dress Goods, 22c a yard, a good value at 30c.  
All-Wool Henrietta, 42-inch, 27c a yard, regular value, 50c.  
All colors English Henrietta, 36-inch, 18c a yard, regular 25-cent quality.  
Figured Mohair, 42-inch, 40c a yard, regular 60c quality.  
Figured Mohair, 44-inch, 48c a yard, regular 65c quality.  
Figured Mohair, 46-inch, 50c a yard, regular 70c quality.  
Black and White novelties, 68c a yard, regular \$1 quality.  
Black, Blue and Brown Serge, 46-inch, 48c a yard, regular 75c quality.  
Black Cheviot, 54-inches wide, 52c a yard, regular \$1 quality.

### ALL-WOOL FLANNELS.

White Angora Flannel, 27-inches, 16c a yard, regular 25c quality.  
White Flannel, 27-inches, 20c a yard, regular 30c quality.  
White AA Gilbert Flannel, 27-inches, 24c a yard, regular 35c quality.  
Red Medicated Flannel, 27-inches, 13c a yard, regular 20c quality.  
Five ounce Medicated Flannel, 27-inches, 28c a yard, regular 35c quality.

It is impossible to enumerate the many extra good values we are going to offer. Be "the early bird," that means dollars in your pocket. No samples cut.

This Sale starts at once and will last for a short time only.

**Montague & McHugh**

Cor. Holly St. and Railroad Avenue.

NEW WHATCOM WASH.

## NEWS OF THE WEEK

From all Parts of the New and Old World.

### BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

An Ottawa dispatch says the house of commons rushed the Yukon railway bill through committee in less than half an hour. A clause in the bill provides that a majority of the directors of the road must be British. The bill now stands for a third reading.

The Wolf & Zwickler iron works of Portland, Or., have received an order from the secretary of the navy to rush work on the three torpedo boats they are now building, with all possible speed. By working night and day the 22½-knot boats Davis and Fox can be made ready for service in three months.

General Superintendent McGuire has announced that large gangs of men are at work all along the line of the Astoria & Columbia River railroad, and only 11 miles of rails are yet to be laid. The last spike will be driven about April 1, with appropriate ceremonies. The man to drive it has been selected from the ranks of the men who have worked faithfully during the winter to push the line through.

The Republican leaders of the house are pressing for an early adjournment, and it is said that their course meets the full approval of the president. All save three of the appropriation bills have gone to the senate. The action of the appropriations committee in preparing the general deficiency bill at this time is the best evidence of the intention to secure early adjournment.

The construction of five modern dry-docks has been agreed on by the house committee on naval affairs. They are to be located at Portsmouth, N. H.; Boston, League Island, near Philadelphia; Algiers, La., and Mare Island, Cal. These docks are to be of wood, except those at Algiers and Portsmouth. The material of construction of these will not be determined upon until later.

Charles E. French, formerly a prominent citizen of Redlands, Cal., committed suicide by shooting himself through the heart, after making careful preparations for his end and attending to the minute details of his business affairs. He first mangled his wrist with a pocket-knife and lost over a quart of blood, but fearing that death would not come, he fired a shot from a pistol into his body.

A ledge of gold-bearing quartz has been found by men engaged in grading Seventeenth street, in San Francisco. The street is being cut through a bluff varying from 40 to 50 feet high, and about 800 feet long. Three years ago a tunnel was sunk through the hill to allow the laying of a large water main to the reservoir on Clarendon Heights, and low-grade quartz was then uncovered. The quartz which is now declared to show traces of gold was uncovered by a blast.

A patient at the Oregon State insane asylum, C. B. Chatfield, pushed an attendant, Arthur Moore, through a window and jumped out himself. The fall was from the third story, and the attendant and patient are now in the asylum hospital, under treatment for fractured bones and bruised flesh.

Two estimates of appropriations to meet the cost of the recent addition of two regiments of artillery to the army have been sent to congress by Secretary Alger. One was of a supplemental estimate of \$40,131 for the pay of the army for the fiscal year, and the other of a deficiency of \$154,150 in the current year appropriations to defray the expenditures for the remainder of this year.

The Washington state superintendent has refused to issue certificates to applicants in the recent examination on account of violation of the rules which prescribe that no communication shall be allowed during the time the candidate is writing upon the questions. This is the third time the superintendent has enforced the law relating to certification. One of the cases is held in the courts of Pierce county still undecided, upon the decision of which rests the superintendent's rights in the premises.

Benjamin Cluff, Jr., president of the Brigham Young academy at Provo, Utah, has returned from a visit to the Hawaiian islands, where he went at the solicitation of United States Senator Frank J. Cannon, to determine the status of the annexation sentiment among the Hawaiian islands. He said: "As a result of my investigation I would say that probably one-half of the intelligent natives of the islands are pronounced advocates of annexation. Of the remaining one-half I would say that the great majority are primarily in favor of the restoration of the monarchy, and secondly they would much prefer annexation to the United States to a continuation of the present government."

Dr. Tomas Estrada Palma, of the Cuban junta in New York, is quoted as saying: "I consider Mr. Quesada's presence at Vice-President Hobart's reception to the Belgian prince in Washington Tuesday a matter of great importance. He was invited as the accredited representative of the Cuban republic, together with the Spanish minister and other members of the diplomatic corps. Mr. Quesada's presence as an honored guest is very significant. It is a semi-official recognition of Cuba."

### CAUGHT IN A FIRE TRAP.

Many Lives Lost in a Burning Chicago Building.

Chicago, March 18.—It required just 20 minutes this afternoon for one of the most savage fires Chicago has seen since the famous cold storage warehouse fire on the world's fair grounds in 1893, to take anywhere from 5 to 15 lives, maim 30 people and reduce a six-story brick building to a pile of blazing timbers, red-hot bricks and twisted iron.

The number of dead is still in doubt, and probably will not be known definitely until the debris of the building is sufficiently cooled to admit of a search being made for the bodies that are undoubtedly in the ruins. Three men are known to be dead. They are: Samuel A. Clark, bookkeeper for the Olmstead Scientific Company.

Miles A. Smith, salesman for the Olmstead Company.  
Edward Binz, cashier for Sweet, Wallace & Co.

Sixteen are missing, who have not been communicated with their friends tonight, and whose bodies are believed to be in the ruins. About 30 persons were seriously injured.

The building had a frontage of 50 feet on Wabash avenue and extended back 160 feet to an alley. It was of what is known as mill construction, had two elevator shafts, one in front and one in the rear, and reaching from the third story to the roof was a light shaft, which gave the flames every chance.

It was because of this shaft that the fire spread with such awful rapidity. The building was occupied by a number of concerns, some of them employing large numbers of people. It is estimated that 400 people were at work in the building when the fire was discovered.

The origin of the fire which followed an explosion, is in doubt, but the weight of evidence seems to be that the explosion was in the lower part of the building, for the flames shot up the light shaft at once.

The sound of the explosion threw the inmates of the building into a panic, and on several floors a wild stampede began for the stairs and elevators. To add to the panic, the men in charge of the elevators ran their cars to the top of the building, yelling "fire" at every floor. When they reached the top, both elevators took in a load of frightened women and started for the bottom.

The front elevator was in charge of Harry Gleason, a boy, and the rear one was handled by William St. John, a young man. Both of these kept their heads, showed much coolness and bravery, and were instrumental in saving many lives.

The elevator in the front of the building was a deliberate affair, in good order, but not calculated to make much speed in such an emergency as confronted it today. Gleason made one trip to the seventh floor, carried down a load of women, and although the smoke was rolling through the building in dense clouds, he started up again.

At the fourth floor he stopped to take on a crowd of girls from the rooms of the National Music Company, being assisted in his work by Miss Katherine Carney, the forewoman. He attempted to force his way into the elevator, but Gleason shoved him back into the hall, that the women might have the first chance. The man never came out. After reaching the bottom with his load of girls, Gleason was about to start up again, when the supports of the elevator machinery caught fire, and, seeing that they would give way before his slow elevator could make another trip, Gleason gave it up.

At the rear St. John did equally good work, but was not able to make more than one trip, as the fire swept through that part of the building before it attacked the front.

### WILL NOT BE HEEDED.

Spain Objects to the Assembling of Our Fleet.

Washington, March 18.—The main development in the Spanish situation today was in connection with the definite representations submitted by the Spanish government to the state department concerning the assembling of a large fleet of American warships at Key West, the war preparations and the influence which these might have on the approaching elections in Cuba.

These representations cannot properly be regarded as a protest against the attitude and acts of the United States government; they may unquestionably be set down as a remonstrance calculated to have an effect in European court circles. Not, however, being a technical protest, the statement has not called forth any official rejoinder on the part of the state department, for it is lacking in tangible accusations, being rather an argumentative presentation of alleged Spanish grievances.

That the administration will be influenced by the suggestion that, presence of the fleet of the North Atlantic squadron at Key West is a disturbing factor is not believed for a moment. Visible evidence of that determination was the ceaseless activity of the naval officers as well as the steady prosecution of the plans of the war department.

### Rebellion in Ucheland.

Berlin, March 18.—The Neue Nachrichten publishes a dispatch which says that the chief of Morero, with 80,000 rebels, has rebelled against German rule in Ucheland. The rebels, it is reported, are armed with Mausers.

### MORE ALASKA GOLD.

A Rich Discovery Reported Near the Yakutat Bay.

Portland, Or., March 17.—Albert J. Paul has just returned to Portland after spending two weeks prospecting in Southeastern Alaska—not prospecting for gold, but for general business. He reports another gold strike made just before he came down from Haines mission. The reports of this latest rich strike were so favorable that Jack Dalton, who had just landed on his way home from the States, purchased two dog teams and set out in the night for the new diggings. The location is on a creek known as the Long Shorty, flowing into Yakutat bay, at a point about 80 miles westerly from the Dalton trail to Fort Selkirk.

The discovery became known through the disagreement of a party that had gone over to locate all the choicest claims. The discoverer arranged with 10 other men to go with him and locate claims where he should designate, on condition that they should sell to him for \$1,000 each. One of the men who had made the agreement would not stick to it, and, being a son of Erin, he would not be whipped into compliance, though he got pretty severely thumped several times on the way out. This arrangement brought the new discovery to light the day before Mr. Paul left, and a rush there was imminent. The location is in American territory, easily accessible from the coast, and not difficult to reach by way of the Dalton trail. If it should prove as rich and extensive as the first report indicated, the Klondike travel will soon be diverted there.

Mr. Paul traveled over White pass, Chilkoot and five miles toward the summit of Chilkat pass. He was convinced that the White pass, from Skagway, offered a much better winter road to the lakes than the Chilkoot pass from Dyea, though, as an all-year-round road, the latter would be preferable, especially when the tramways shall get in operation. Most of the Klondikers now go to Dyea, notwithstanding the inconvenience of the landing there. Skagway has the advantage in the way of business, because it costs materially more in money to land goods at Dyea, and freight is frequently as long getting from Skagway over to Dyea as from Portland to Skagway. That seriously handicaps Dyea as a business point.

The Canadian police are turning back all persons bound for the interior who have not at least 1,000 pounds of provisions—not 1,000 pounds of outfit, but of actual eatables. This, Mr. Paul says, he knows to be the present practice. Moreover, Canadians have grants of all the available timber along the route down the river, and the gold hunters are not permitted even to cut wood to burn without paying stampage. In the very few places where timber is still available a charge is made for saw pits. While the police themselves are very decent, some of the government regulations they are obliged to enforce are very unwelcome.

The best route to the interior, in Mr. Paul's judgment, is the Dalton trail. He says it can be traveled at any season of the year, it is free of police surveillance, and it involves less hardship than either of the other overland routes to the Klondike. Two parties of railroad surveyors have been camped on that trail a short distance from the coast all winter—the Onderdonks, reputed to represent the Rothschilds, and the Perry Humbert party, of Boston. The Onderdonks have made a survey through to Fort Selkirk, and declared the route feasible, the pass being but 2,600 feet high, and not nearly so difficult to build a railroad across as the Rocky mountains. The Humbert party consists of 17 engineers, who are camped near the pass with 300 head of livestock. They have run a line as far as the Dalton post, about 100 miles, and say it is a practicable route.

A considerable number of men bound for the Klondike are going in over the Dalton trail. One party of 65 men, with 100 dogs, left the Humbert camp March 1. Mr. Paul inclines to the belief that the big coast town for the Klondike trade and travel will grow up on the other side of Lynn canal, at Haines mission, or Pyramid harbor. Pyramid harbor is the only place in that country where deep water extends right up to the land. No tide flats are there, and it is a natural harbor of refuge that the fierce winter storms of the region do not reach.

### THE MAINE VICTIMS.

House Considers the Bill for the Relief of Their Heirs.

Washington, March 17.—The house agreed today to consider the bill for the relief of the legal heirs of the victims and survivors of the Maine disaster as soon as the postoffice appropriation bill, which was taken up in the house today, is out of the way. During the general debate on the postoffice bill, members eagerly took advantage of the latitude allowed in committee of the whole to discuss various political questions, and the debate consequently covered a wide range. Griggs (Dem. Ga.) and Walker (Rep. Mass.) discussed the cotton industry, and Tawney (Rep. Minn.), a member of the ways and means committee, replied to the speech of Johnson (Rep. Ind.) made some time ago against the advisability of annexing the Hawaiian islands.

### Evidence of Treachery.

New York, March 17.—A Press dispatch from Key West says: A shattered section of a submarine cable, containing seven conductors for setting off mines, is in the possession of the board of inquiry. The cable led to a mine under the Maine. The discovery was made by divers at the Maine wreck. This proves that the mine which blew up the Maine was connected with a switchboard ashore, which was in charge of a trusted and responsible agent.

## DOES NOT LIKE IT

Warlike Preparations Displeasing to Spain.

### SENDS VIEWS TO WASHINGTON

The Communication Not a Protest, but Merely a Mild Expression of Disapproval.

Washington, March 18.—The war preparations being made by the United States, the assembling of ships at Key West, the purchase of a cruiser abroad and the emergency measures in the war and navy departments have come to the official attention of the Spanish government, and the views of the Spanish government thereon have been communicated to the state department here. This has not taken the form of a protest, however, as it does not appear that the Spanish government claims or asserts the right to question such measures as the United States might adopt, even though they be of a character to indicate preparations for war. It is rather by way of representations, conveyed in a friendly spirit and without threats, as to the serious influences which these preparations will have in encouraging the Cuban insurgents at a moment when the autonomy plan is to have its crucial test through the Cuban elections, and in this way defeat the reforms Premier Sagasta is seeking to carry out.

It has been especially pointed out that the presence of a large fleet of United States warships at Key West cannot be regarded as a friendly measure, as the sending of the ships was officially represented to be when the Maine went to Havana, and Vizcaya returned the complimentary visit. In short, the presence of this extensive fleet near Cuba, together with the war measures taken by the United States, is regarded by Spain as seriously prejudicial to the policy of autonomy which Spain and the United States have alike approved, and an indirect encouragement of the insurgents in defeating the desires of both governments for the success of that policy.

Finally, and in the same spirit of friendly representation, Spain pointed out that war begun by the United States against Spain under such circumstances would be unjustifiable before the world and a crime against humanity and civilization.

The representations contained no reference whatever to the Maine disaster or redress or indemnity therefor.

### BOLINA BESIEGED.

Philippine Rebels Surround and Attack the Spanish Cable Station.

New York, March 18.—A Herald dispatch from Manila says: The Philippine rebels surrounded the cable station at Bolina on March 7, and 33 Spanish soldiers were killed. A steamer which was sent on March 8 to relieve the garrison was obliged to return, owing to a renewal of the fusillade. Four priests at the garrison from neighboring towns were massacred. Bolina was subsequently relieved by General Moret. The insurgent loss was heavy.

Three gunboats and one steamer left Manila March 10 for Bolina with troops and artillery.

European cable operators are safe. The provinces of Taslo, Panagasinan and Zamboanga are in open rebellion, and it is feared others will follow their lead. It is reported that Aguinaldo and other rebel leaders have landed from Hong Kong with 6,000 troops.

Artillery has been sent to the provinces within the last three days, and at Manila few troops are left.

### STAVES OFF THE INEVITABLE

Resumption of the Extermination Campaign in Cuba Urged.

New York, March 18.—A World dispatch from Madrid says: Much stress is now being laid upon the expediency of acting with more vigor, both on sea and land, especially in the eastern provinces of Cuba, so as to crush the rebellion promptly. Spanish generals have been much praised for their recent systematic occupation of the rebel lines and the destruction of all resources in the province of Puerto Principe and the province of Santiago. The government has been advised by Spanish consuls at filibustering expeditions are organizing in New York and Florida destined for Cuba. The plan is to land in Porto Rico. The Spanish minister at Washington has been instructed to make representations against such violation of international law.

The captain-general of Porto Rico has been warned by telegraph to be prepared to repress with the utmost severity all attempts to cause a rising. Spanish war vessels on the coast of both islands will henceforth display more vigor in dealing with filibusters.

### FOR EASTERN SERVICE.

The French Fleet Is Prepared for Mobilization.

Paris, March 18.—Aurore today affirms that the French fleet is being prepared for mobilization, adding that feverish anxiety prevails at all the arsenals and shipyards, which are working until 10 o'clock at night.

Aurore says the French northern squadron at Cherbourg is ready for immediate departure. The ships, it appears, are being swung during the night at Cherbourg for adjustment of their compasses. Finally, it is asserted that in order to complete the necessary number of officers, second-year students are to be appointed midshipmen, and all admirals have been instructed to arrange to reach Paris within 24 hours after being summoned.

Russia is to be supported by a naval demonstration in the far East.

### TWO FINE CRUISERS.

The Government Secures a Pair of Brazilian Vessels.

Washington, March 16.—A week's negotiations closed today by the triumphant purchase by the navy department in London of the two fine cruisers Amazonas and Admiral Abrenall, built and building at Elsewrick for the Brazilian government. Possibly the officials took more pleasure in closing the business in this matter because of the knowledge that Spanish agents had been striving to secure these very ships, and that to Spain, it is said, they would be of much greater value in case of trouble than to the United States.

The next question is how to get the ships home, and that has not yet been settled, according to the secretary of the navy. The United States flag will be hoisted over the new ships within a week, probably, and just as soon as the crew can be put aboard the Amazonas, she will start for the United States. The other vessel will follow at the earliest possible moment. The terms of the sale are secret.

The availability of the two Brazilian ships was first brought to the attention of the navy department by Mr. Lane, agent of the Nordenfeldt Company, who was authorized to dispose of these ships building at Elsewrick, and two others in course of construction in France. Mr. Lane said today that the two ships purchased would be a most desirable acquisition to the American navy, as they were the latest and best products of the famous Armstrong yards. One of the ships is complete in every respect, has her coal supply and ammunition on board, and steam can be raised at any time. There will be no trouble in bringing this ship across, as an adequate force from the local yards can be secured for the service. It is said the coal and ammunition on board passed with the sale to the United States. The ammunition is not of the kind in use by the American navy, so that the supply of ammunition is a necessary adjunct of the new ships.

The other ship has been launched, but it will take some time to make her ready for sea. Mr. Lane believes, however, that there will be no difficulty in bringing her over immediately if it is desired to make the move without delay, as the hull of the ship is so well along that she could be towed, and her own sail power utilized for the trip. Senator Proctor visited the White House and up-town departments today, and his calls excited a great deal of interest. He spent half an hour with Secretary Alger, explaining, it is believed, the military situation in Cuba, and afterwards held a conference with Judge Day, assistant secretary of state. Then he went to the White House, and was closeted with the president for two hours. When he emerged from the room he courteously declined to speak regarding the nature of the information he has communicated to the president.

The two Brazilian ships will be extremely valuable additions to the United States navy in either war or peace, in the opinion of Secretary Long, who acknowledges they have been bought by the United States. They are steel-sheathed and coppered, with twin screws. The Amazonas is rated at 1,400 tons displacement, with an indicated horsepower, under natural draught, of 7,000, which is calculated to develop 20 knots speed.

Thus, while the ship is about the size of the Charleston, she is much faster. Her armament is also much more formidable, not so much in caliber, for the main battery is made up of six-inch guns, but the guns are what is known as 50-caliber length, giving them an unusual range and power. In addition to this they have 10 6-pounder quick-firing guns, four 1-pounders, four Maxim machine guns, and two boat or field guns. The torpedo tubes are three in number.

The coal capacity is 850 tons, giving her an effective steaming radius of 3,000 knots, a most valuable feature, inasmuch as it would enable the ship to cross and recross the Atlantic without coaling. Such a vessel as a commerce destroyer would be vastly more effective than what appears to be more powerful craft, because of their ability to get along on long cruises without touching at neutral ports to coal, and thus exposing themselves to capture.

The bureau of ordnance of the war department opened bids today for a large supply of armor-piercing projectiles, and for 12,000,000 rifle ball cartridges. The bidding brought together a number of representatives of large steel and ammunition companies, some of whom took occasion to give assurances that in the present emergency, government would be given the preference over commercial orders.

The bidders for steel projectiles, varying in size from the 8-inch steel-capped shot to the 1,000-pound shot, were the Midvale Steel Company, the Batha-Ilingsworth Co., the Carpenter Steel Company and the Firth Sterling Company. The bids varied only slightly on the various classes of heavy shot, running from \$116 each for the 8-inch to \$185 each from the 1,000-pounders. The bids for rifle cartridges were in two parts, 10,000,000 being standard metallic ball cartridges, with brown powder, and 2,000,000 new cartridges, with smokeless powder. There were three bidders, viz: The Union Metallic Cartridge Company, the United States Cartridge Company, and the Winchester Repeating Arms Company.

The bids were the same in each case, \$18.50 for the brown-powder cartridges, and \$27 for the smokeless powder cartridges. One company offered to deliver 50,000 at once, and all the others contemplated a delivery of 100,000 a day after a few days.

The bids for shot, shell and cartridges will be considered, and the awards made within the next few days.

Omaha has been called the New York of Japan. With the manufacturing villages that cluster around it, it has a population of about a million.

### WILL ACT AS ONE.

England and Japan Combine to Resist Russia's Encroachments in China.

New York, March 18.—A dispatch to the Herald from Tokyo says: The Herald correspondent learns on unquestionable authority that Japan is a party to the negotiations now going on between England and Russia at St. Petersburg, and that while no alliance exists between England and Japan, they have a definite understanding and are acting in harmony. A high diplomatic official said:

"You may say positively that Japan will back up England against Russia, and if England maintains a firm attitude, all immediate danger of war is passed, unless Russia is resolved to fight at once. In view of England's great superiority at sea and her possession of all the available coal in the Eastern ports, Russia will probably take a conciliatory tone for the present."

The Herald correspondent visited Marquis Ito today, and asked him whether the Japanese government would sell the cruisers Chitose and Sakaki to America. The marquis hesitated a moment, and replied:

"I will make inquiries of my naval colleagues, but I think I may say that Japan prefers to get possession of all the ships building for her as soon as possible. Orders have already been made to bring the ships to Japan, and the builders have been requested to hasten their completion."

After a pause the marquis continued slowly and impressively:

"The news of the last few days indicates a critical state of affairs elsewhere than on the Western continent, and we consider it only prudent to continue our provisions for the national defense. I hope the people of the United States will not take offense at Japan's unwillingness to part with these cruisers. I have always appreciated their kindly feelings for Japan. The United States is a nation above all others where public sentiment absolutely controls the national policy, and for that reason I wish to have the people there understand that Japan retains the ships, not from a lack of willingness to oblige the United States, but because she needs them herself."

"In case of war between the United States and Spain, your excellency," the correspondent asked, "will Japan allow the warships of both belligerents to take coal at Japanese ports, or refuse it to both?"

"That opens a long vista of possibilities," he replied. "Some authorities contend that coal and even provisions should be contraband of war, as both are necessary to maintain hostilities at sea. Whenever war is declared between two or more powers, Japan, if neutral, will bear in mind in deciding the coal question the manner in which her decision will affect all the belligerents and her own interests."

The Herald correspondent learns that Japan has received a cable from England for all the warships building for her in English private yards, consisting of three 15,000-ton battle ships and three first-class armored cruisers of about 10,000 tons each. The offer has been refused.

### NEW REVENUE CUTTERS.

The Senate Passes a Bill for the Construction of Eight.

Washington, March 16.—During the session of three hours today the senate passed a considerable number of bills from the general calendar, among them being one 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 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 Bowtell, 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.

The national quarantine bill was made the regular order, and will be taken up probably on Friday.

The proceeding in the house today were utterly devoid of public interest. The time was devoted to District of Columbia business. This was concluded at 4:15 P. M. The senate bill was passed to change the name of the port of collection at Suspension Bridge, to Niagara Falls. The senate bill was passed which granted a right-of-way through the Indian territory to the Dennison, Bonham & New Orleans railroad, also a senate bill granting a right-of-way through the Winnebago Indian reservation to the Northwestern road; also to authorize the Monro company to construct a bridge across the Red river at Grand Ecore.

### MRS. THURSTON DEAD.

The Senator's Wife Expired on the Anita in Cuba.

Havana, March 16.—Consul-General Lee received the following telegram this afternoon from Mr. Barker, United States consul at Sagua la Grande:

"The wife of Senator Thurston died on the Anita today. Shall give every attention and wire you from Boca."

Message advices say that Mrs. Thurston died from apoplexy about 8 o'clock this morning, when the yacht was in sight of port.

The Anita left Matanzas last night with all the party except Representatives Smith and Cummings, who went to Sagua by rail. The passage from Havana to Matanzas was very rough, and that to Sagua even worse. It is thought that this, together with the rough passage down the coast, may have hastened the end, but nothing definite is known here.