

gagement which, though it would result in victory for the Americans, might have resulted in some damage to our ships.

In the harbor of Santiago the Spanish fleet will be helpless. The channel leading into the harbor is narrow, and the enemy can either be kept a prisoner there, by sinking a few hulks in the channel, or he can be destroyed by a superior force.

Butte, Mont., May 27.—W. F. Bowen, while attempting to bid his brother good-bye on the departure of the troops for San Francisco, fell beneath the military train and was killed.

Key West, Fla., May 28, 8:52 a.m.—(Copyrighted, 1898, by the Associated Press.)—It is now almost certain that Commodore Schley has the Spaniards bottled up in the harbor of Santiago.

There is so little doubt about this that the naval campaign is proceeding on the assumption that Admiral Cervera is incapable of doing any harm.

Within a few days the exact conditions at Santiago will be known without a shadow of doubt. In spite of assertions to the contrary, Commodore Schley was not absolutely sure of his game when he last communicated with Rear Admiral Sampson, and the commodore will not take up active steps to block up the entrance of Santiago harbor until he is perfectly certain that Admiral Cervera's ships are inside.

However, he may have done this already, as Commodore Schley's last communication, forwarded on Tuesday, only reached Rear-Admiral Sampson yesterday. The commodore stayed three days at Cienfuegos. He signalled to his ships: "I believe the Spanish fleet is in the harbor."

On this belief, a message was sent to the American admiral. The details of how Commodore Schley found out that he was mistaken are not known. At any rate action on the admiral's instructions, the commodore then moved east, arriving outside Santiago Wednesday morning, May 25.

The topography of Cienfuegos and Santiago is almost identical. Both harbors are about six miles long, with narrow entrances about 300 yards wide and protected by highland. A whole fleet could lie in the harbor of either place and be invisible from the outside.

After his experience at Cienfuegos it is probable that Commodore Schley was very conservative in deciding whether or not he had caught Admiral Cervera. From the tone of his dispatches it is evident that the commodore soon gained much second hand and external evidence which pointed to Admiral Cervera's presence in the inner harbor. This evidence was apparently strong enough to make the commodore feel certain the object of his trip had been accomplished, but in view of his previous experience he would not risk a decisive statement until after ascertaining the fact for himself.

Before this dispatch is published, it is likely that Commodore Schley has sent some vessels into the entrance of Santiago, and obtained from a reliable source ashore information as to the exact number and the names of the Spanish warships sheltered by the hills about the place.

Contrary to the generally expressed opinion, Santiago harbor is poorly protected. Like Havana and San Juan de Porto Rico, it has its Morro castle, which is even a better target than those of Havana and San Juan. The only danger to be feared is from the mines which have been laid in the channel of Santiago since war was declared. But countermine would probably render these mines harmless, should it prove desirable for Commodore Schley's ships to enter the harbor. Such a

step, however, is unlikely.

In this connection it may be noted that since the commencement of the naval operations, the moral effect of the mines has been great. This condition promises to continue and will probably mark the naval operations to a greater extent than ever imagined in the past.

A prominent naval authority said to the correspondent of the Associated Press: "The moral effect of torpedoes and mines will prove far superior to their actual effect. In fact so great is their moral force that I doubt whether their powers of execution will have an opportunity to be judged in this war."

The blockade of northern Cuba continues uneventful and is apparently successful.

Now that the element of uncertainty regarding the Spanish ships' whereabouts is almost entirely removed, the ships which were solely occupied in watching for the Spaniards have become an additional force for the blockade and without any inconvenience in the change of position.

Commodore Schley has been reinforced but his position was clearly so strong that the reinforcement which he received made no difference to the strength of the fleet in northern Cuban waters.

The rumors of the sailing of a second Spanish squadron did not worry Rear Admiral Sampson in the slightest degree. His feelings on the subject were aptly expressed recently when he said:

"I am perfectly satisfied that we have bagged those fellows" (referring to Admiral Cervera's fleet).

Rear Admiral Sampson does not cross his bridges until he comes to them, and when that time comes his unconquerable patience and strategic ability can be relied upon to see him safely across.

For the second time since war was declared the admiral has been notified that the army is ready to move.

This is good news to all the naval officers. The two branches of the service have been playing a game of wait; the army resting until the navy disposed of the Spanish fleet, and the navy unable to occupy much needed bases until the troops were ready for debarkation.

In view of the fact that the Spanish fleet was far faster than the American, and that the former had no desire for an engagement, this policy of inaction, however farsighted it may be temporarily, produced much natural irritation among the naval officers. All appearances now point to the passing away of this feeling, and hearty active co-operation between the army and navy may be anticipated.

By great good fortune no accident has occurred of sufficient importance to render any of our ships utterly helpless or beyond the aid of towing during the fleet's cruising of the past month. Such accidents, however, are quite within the bounds of possibility.

With such tender machinery as torpedo boats doing hard duty in all kinds of weather, accidents even come into the list of possibilities which naval commanders have to count upon.

Washington, May 31.—The President today sent these nominations to the Senate:

Oscar S. Straus of New York to be minister to Turkey.

James Davidson of Minnesota to be consul at Tausi, Formosa.

War—Fourth regiment, U. S. V., infantry, to be lieutenant colonel, Geo. Cole of Conn.

To be assistant surgeons, with ranks of first lieutenant, Patrick J. McGrath, District of Columbia, and Clyde S. Ford of West Virginia.

To be first lieutenant, John Van Ness

Phillip of the District of Columbia; Benj. Stark of Connecticut.

To be captain, Owen LaTrobe of Maryland.

Fifth regiment, U. S. V., infantry, to be surgeon, with rank of major, Sprague Winchester of Mississippi.

To be first lieutenant, Christian Briand, second U. S. cavalry; J. W. Wright of Tennessee.

Sixth regiment, U. S. V., infantry, to be lieutenant colonel, First Lieut. Andrew S. Rowan, Nineteenth U. S. infantry.

To be first lieutenants, Horace Vandeventer of Tennessee, Gary F. Spencer of Tennessee.

Eighth regiment, U. S. V., infantry, to be surgeon, with rank of major, Geo. I. Vaughan of the marine hospital service.

Ninth regiment, U. S. V., infantry, to be colonel, Captain Charles J. Crane, Twenty-fourth U. S. infantry.

Tenth regiment, U. S. V., infantry, to be colonel, Captain Jesse M. Lee, Ninth U. S. infantry.

First regiment, U. S. V., engineers, to be lieutenant colonel, Captain Geo. W. Goethals, corps of engineers, U. S. A.

To be majors, First Lieut. John S. Sewell, corps of engineers, U. S. A.; Louis Duncan, Maryland; James Dubose Ferguson, District of Columbia.

Second regiment, U. S. V., engineers, to be colonel, Willard Young of Utah, late captain corps of engineers, U. S. A.

To be majors, Richard H. Savage of New York, Edward L. Pinckard of Alabama.

To be division engineers, with rank of major, Joseph E. Kuhn, corps of engineers; First Lieut. Eugene Lucas, corps of engineers, U. S. A.

To be commissaries of subsistence, with rank of major, Robert Lee Longstreet of Georgia, E. S. Garnett of Arkansas.

New York, May 31.—A copyrighted special from Port au Prince to the Evening World says a report was current at Mole St. Nicholas, that three of Cervera's fleet tried to steal out of Santiago and were pursued. They only escaped destruction by regaining their port.

Kingston, Jamaica, May 31.—A hot exchange of dispatches between Commodore Schley and Washington has occurred during the last thirty-six hours, and an important movement of Schley's fleet is expected soon. The auxiliary cruiser Yale put in here Saturday, receiving and sending cablegrams. The Eagle and the Harvard have been in Jamaica waters several times, acting as dispatch boats.

The Associated Press dispatch boat Dandy was detained here from Saturday until Monday by refusal of British officials to allow her to coal, fearing it was violation of the neutrality. It was only by energetic action of the American consul, Mr. Snyder, that the Dandy yesterday received permission to take fuel.

Port au Prince, Haiti, May 31.—There is no news this morning from the Mole St. Nicholas, or any other point near here likely to hear of war movements.

Cape Haytien, Haiti, May 31, 10 a.m.—A Haitian gunboat which arrived here from Port au Prince at 8 o'clock this morning, with the minister of public works on board, reports that while passing the Mole St. Nicholas, yesterday afternoon, she saw five American warships cruising in that vicinity.

Washington, D. C., May 31.—The United States Supreme court today decided that the United States district court for West Virginia had no jurisdiction to sit as a court of equity in the matter of dismissals under the civil service law, and reversed the decree that the court which sustained the collector of internal revenue from removing certain gaugers, storekeepers, etc.