

AT HOME AND ABROAD.

BOSTON, April 7.—The battleship *Iowa*, the last of the premium-built battleships of the navy, earned today for her builders, Messrs. William Cramp & Sons of Philadelphia, \$200,000 by making an average of 17 even knots an hour over the regular government course off the Massachusetts coast in the four hours' speed trial required by the government under contract.

The *Iowa*, by her grand work, proved herself to be superior to either the *Indiana* or *Massachusetts* by a considerable fraction of a knot, and is today the acknowledged queen of the American navy, if not the most formidable battleship afloat.

The weather could not have been surpassed. A light northerly air, shifting to north-east just as the trial began, helped the forced draught considerably, and as it shifted still further to the east on the run back it did not hamper the work of the big blowers.

The trial board came down from the city about 8 o'clock, and with them were some 200 guests of the builders, as well as many naval officers stationed in and about Boston.

The ship got under way almost immediately, heading straight for the twin lights of Cape Ann, and after a run of over an hour the first mark-boat was sighted with signals floating, denoting the thirty-three knot course.

There was not the slightest deviation in the course as the ship rushed by the second mark-boat, making the leg in 16.80, which was very satisfactory. In the very next leg of the course the ship began to show what was in her, for she topped the 17 knots an hour record by averaging a tenth over. This was still further increased on the next leg to 17.41, but on the fourth there was a falling off, which was decreased in the last, the speed running down to 15.85. It was proven, however, that the last leg of the course was somewhat long. While the ship was preparing for the run back ready reckoners on board figured that on the run down to Boone Island the *Iowa* had averaged exactly 16.87 knots per hour.

For over an hour after passing the fifth mark-boat the speed of the battleship did not apparently vary a hundredth part of a knot, supposing, of course, that the buoys were in the right position. The fourth, third and second legs of the course were all made in exactly the same time, 22 minutes and 42 seconds, so that when the second mark-boat was passed the ship was only six nautical miles from the finish and glory, and the reckoners had figured that, barring accidents, she would make something over 17 knots.

But before the ship was the handicap of the course, the shallow water, a fact which had already held back her sister ships, cutting down their premiums in more than one instance. Knowing this, every effort was made to get every pound of steam on, and every inch of power. The seconds ticked off steadily as she hurled herself on the mark-boat and finish in eight but still miles away. Fifty thousand

dollars depended on the speed of the last fifty feet; a delay of one second might cut it off. The *Iowa* just did it, and that was all. In fact, so near was the margin that the reckoners had to carry out their figures to the fourth decimal point in order to make the speed for the whole course average 17 knots an hour. It came out all right in the end, however, and with a broom on her fighting top, the queen of the American navy, after two or three half-circles to show just what she could do in quick maneuvering, slackened speed and headed for Boston.

NEW YORK, April 8.—A special to the Journal from Havana says: A large insurgent force recently appeared in front of Fort No. 11, protecting the railway line between Calbraffen and Remedios and opened fire with cannon. One of the shells fell in the middle of the fort killing several and wounding ten, the rest escaping. The insurgents then dynamited the railway bridge, interrupting communication between the cities. They also attacked fort No. 12, forcing its surrender and securing arms and ammunition. The rebel force under Riquelme and Castillo continue active in Havana province. They again raided Guines on Monday and sacked the stores and set the Spanish barracks on fire.

VICTORIA, B. C., April 8.—Australian advices state that Mr. S. Duncan, a white trader who reached Sydney from South Africa last year, met his death in a very painful way while trading with natives of the New Hebrides. He was tied up to one of the trees for three days, being kept alive and forcibly stuffed with food. He was then cut down, killed and eaten, women even joining joyfully in the cannibalistic feast. There was a great assemblage from the various groups of islands. Duncan, it appears, was a single man about 33 years of age. He was a peaceable man and his friends at Sydney said that he would not draw his revolver on any account. From those who knew the New Hebrides has been collected the information that the natives are very treacherous, they having on several occasions dealt murderously with European vessels.

WASHINGTON, April 10.—Daniel Wolsey Voorhees, United States senator from the state of Indiana, died at 5 o'clock this morning at his home in this city.

The senator has been in poor health for several years and the last two years past has taken little part in the proceedings in the Senate. He has been a constant sufferer from trouble of the heart and his friends therefore had come to expect that they might hear of his death suddenly. The last reports, however, were showing some signs of improvement and his death, therefore, while not entirely unexpected, came with the suddenness of a shock.

At the time of his retirement from the Senate the "tall Sycamore of Wabash" as he was affectionately called by his followers in the Hoosier state, was a member of the finance commit-

tee and by virtue of this position nominated him leader of his party on the floor of the Senate on the tariff and financial questions. He was not very active, however, owing to ill-health, in the work on the Wilson tariff bill. In the repeal of the Sherman silver law, the Hoosier senator, however, took a very prominent part. It was his last important part in the Senate. Senator Voorhees was 76 years old.

Voorhees' death was caused by an attack of angina pectoris. The Senator's health was so poor during the recent political campaign that he could not participate in it, but after his return to Washington in November, he seemed to improve in health. Two weeks ago the old rheumatic troubles returned and three days ago became more alarming, but the senator did not confine himself to bed and his family felt no immediate alarm. It was not indeed until half an hour before the final summons came that anyone realized that death was near. Senator Reese Voorhees had remained in the room with his father during the night and was awakened about 4 o'clock this morning by his father, who was then suffering great pain in the region of his heart. He refused, however, to allow a physician to be called, saying that the pain would pass away. Half an hour later he appeared much better and got out of bed and walked to the bath room, the son being with him. When they entered the hallway, the senator was attacked by a more severe spasm than he had yet experienced and fell in a semi-conscious condition into his son's arms. The latter carried the dying man back to bed and summoned Dr. Shoup. It was too late, however; the ex-senator passed away without regaining full consciousness. Only his son, Reese, his daughter, Miss Halite Voorhees, and the physician were present when he died. The remains will be taken to Terre Haute, Ind., the senator's home for many years, for interment.

SIoux CITY, Ia., April 10.—Forty five, at least have been lost in the floods in South Dakota, Iowa and Nebraska. Two persons have been known to be lost in the flood, three have been reported drowned on the Big Sioux, two on the Missouri and two on the Coon, all in the immediate vicinity. Cases of a similar character are being reported every day from points farther away and a sharp watch is being kept by the local authorities for floaters in the Missouri. Many people are missing, of whose deaths their friends have no positive information. Most of them have probably been carried down the Missouri and their bodies probably will never be recovered. The bodies of two more victims were brought into Sioux City last evening—Danford Magee and Harry Fovill, who were drowned while attempting to ford the Elkborn river in Nebraska. There has been a general fall in all streams in that locality.

NEW YORK, April 10.—A dispatch to the Herald from Havana says: The extraordinary conduct of Gen. Weyler has caused a storm of adverse comment. Since he left Havana on March 21 the captain general has done simply nothing from a military stand-