

## AT HOME AND ABROAD.

NEW YORK, June 19.—A dispatch to the Journal from Havana says:

"A Madrid dispatch says since January 1, last, \$8,100,000 has been paid into the government treasury by Spanish parents redeeming their sons from military service, in Cuba and the Philippines. This money it is announced has been turned over to the navy department to meet the expenses of increasing the navy. In Havana it was reported that orders had been given to transform twenty of the best vessels of the trans-Atlantic line into armed cruisers for immediate service in West Indian waters in view of the strained relation existing with the United States. At the arsenal a double force is working both day and night and new torpedoes are being laid at the entrances to all Cuban ports of importance. From Bance comes word that a government vessel was sunk at the entrance to the harbor during the last bombardment by a shell from Rolloff's rebels and batteries upon shore, thus closing the port altogether to future navigation. In addition to Weyler Spanish troops of the Guineas garrison have asked permission to give half of their daily ration to starving Cuban women and children."

QUINCY, Ill., June 19.—Two farmers were killed by lightning near Taylor station, Mo., today. They are James H. Smith and Samuel H. Hickman. Hickman was in the barn; Smith went to call him to breakfast. A bolt of lightning struck and killed Smith at the stable door. The same flash fired the barn and it was burned. Hickman was roasted to a crisp and two mules and three horses were destroyed. While the barn was burning Mrs. Smith and children rushed out and pulled the body of Smith from the flames.

PEORIA, Ill., June 19.—A train of cars was pushed into a large crowd of people who were standing on the trestles of the Peoria terminal railroad watching men drag the river for the body of Willie Nittendorff, aged six years, who was drowned last evening. Nancy Berry, aged seventeen years, was run over and horribly mutilated. She will die. Mrs. Lizzie Kurtz, wife of a painter, and her babe were among those pushed down by the cars. With great presence of mind she lay face downward on the trestle and held her babe between the ties while the entire train passed over her. She was rescued from her perilous position in safety just in time, for she was about to drop her babe to the water below.

NEW YORK, June 19.—In regard to the report that Spain, through Premier Canovas, has offered to settle the claim of Mrs. Ruiz, the widow of Dr. Ruiz, against the Spanish government, by the payment of \$40,000 with the understanding that the United States will not press an official claim, Mrs. Ruiz last evening said:

"Never will I accept anything direct from the Spanish. I am in the hands of the United States government and all overtures from Spain must be made to it. Whatever the government advises me to do I will do, but Spain must not try to deal with me."

Mrs. Ruiz said she did not know whether she would accept \$40,000 or not. She intimated that if the government was satisfied she would be.

LONDON, June 21.—Queen Victoria left Windsor castle at noon, by the sovereign's entrance, facing the long entrance and traversed part of the high Thames street of the Windsor on her way to the railway station. Her majesty's carriage was drawn by a pair of grays, with postillions and outriders. The queen was accompanied by her eldest daughter, ex-Empress Frederick of Germany, and by Princess Christian of Schleswig-Holstein and Princess Henry of Battenburg, who occupied a carriage preceding that of her majesty. The queen on arriving at the railway station at Windsor, walked through the private waiting room, leaning on the arm of an Indian attendant, and by a sloping gang-way entered her salon carriage.

The early hours were enlivened by the pealing of bells and in the morning breeze everywhere floated the royal standard. The first point of interest was Windsor, where by six o'clock the short route leading from the castle to the Great Western Railway station was lined by a mass of people gathered to see the queen start. Flags and flowers were everywhere, and the order of the day "God Save the Queen" appeared on houses and banners without end. The statue of the queen near the castle was decorated and gorgeously canopied in the Renaissance style and tall Venetian masts with their fluttering pennons lined both sides of the route. At 11 o'clock the queen left the castle. The railway station was beautifully decorated in scarlet and gold, flowers in bloom, and tall artistic palms. The queen was received by the directors of the railway.

"The Queen's Train"—used for the first time today—was drawn up close to the entrance door. The magnificent engine "Queen Empress," beautifully painted and ornamented with gold leaf, carried the royal arms emblazoned in gold and colors in front and royal heraldic devices over the splashboard of the driving wheels. The train was composed of six carriages built on the American corridor system and connected by the rubber covered passages so common in the states. The queen's carriage, which is fifty-four feet long, occupied the center of the train. It weighed twenty-seven tons and is mounted on two bogie trucks awning under double-bug suspension guides.

The start for London was made at 12:10 a. m. and for almost the entire distance the train passed between scattered groups of loyal people. Every station of the Great Western between Windsor and Paddington had been decorated. The railway employes everywhere stood at the salute, while the platforms were crowded with cheering people.

Paddington was reached at 12:30 p. m. The weather was fine and warm. Here the immense terminus had been transformed on the "upside" into a nail of resplendent crimson, garlanded with fringe gold; fragrant with the

odor of countless blossoms, walled on either side by parterres of people. The state carriages from Buckingham palace were at the end of the covered way. As soon as the queen had taken her seat the life guards drew up in front and rear as a roar of cheers proclaimed to waiting thousands beyond that she had arrived. Before starting a loyal address was presented by the Rev. Walter Abbott, vicar of Paddington and chairman of Paddington vestry, who was accompanied by the two members of Parliament for Paddington.

The queen graciously received the address presented to her by the vicar of Paddington and handed back to him a written reply, expressing gratification at the generous instincts of her people toward the poor, aged, sick and young and produced such remarkable results. The late Prince Consort, like herself, the reply of her majesty continued, manifested great interest in charitable institutions and her children shared that feeling which formed not the weakest tie between herself and the people.

The first triumphal arch was a very handsome, castellated structure in imitation of gray stone, covered with ivy and bore the motto: "Thy Hearts Are Our Throne."

The second triumphal arch was at the bottom of the Edgware road and not at the Marble arch. It was covered with crimson cloth, flowers and flags, and bore the motto: "God Bless Our Queen."

Next to Paddington the crowd selected Buckingham palace as the most interesting point to view the proceedings as the gathering of the envoys and their suites and the Indian officers invited to luncheon, to be afterwards presented, had already begun at noon and many were the speculations relative to the identity of the bejeweled and ordered officers as they drove up in royal carriages or smart royal hansom cabs hired for the occasion. In the latter case the drivers wore cockades and had badges on their left arms, velvet pads with the letters "V. R." embroidered in gold.

The police were kept busy attending to fainting women, but the crowds were in the best of humor and cheered everyone. A number of Americans armed with kodaks, had stationed themselves opposite the palace gate and somebody in the crowd shouted: "Now, Yankee, three cheers for your mother," raising a roar of good humored laughter.

On the right of the palace gateway the Duchess of Connaught and her children and some of the Battenbergs awaited the arrival of her majesty.

A few minutes before 1 o'clock a hoarse roaring of cheering in the distance announced the approach of the queen. The cheering grew in strength until it amounted to a deafening storm as the sovereign reached the vicinity.

The queen was dressed in black and bowed slowly to the right and to the left, to the greetings of the subjects. She looked pleased, did not wear spectacles and appeared not more tired than any lady of her age might be expected to be. The Empress Frederick, who sat beside her majesty also dressed in black, also bowed.

Princesses Christian and Battenberg sat opposite the queen and the em-