

liance has been formed between Austria and Spain. With or without the sanction of his government the Austrian consul, Frederick H. Berndes, is lending him aid to this idea.

La Lucha and El Diario De La Marina continue to comment upon the Austrian gift of one hundred centenes to the fund being raised by Havana merchants for the purchase of a warship for Spain.

Following the first announcement of that gift, Gen. Blanco and Mr. Berndes rode up and down the Prado where they were saluted by hundreds of officers now stationed in Havana. In order that there may be no misunderstanding of the close friendship existing between these two as representatives of their governments, Gen. Blanco has announced a banquet at the palace, at which function the Austrian consul will be the guest of honor. Leading military and civil officials of the city will be present, and it is to these an important affair.

An official within the palace is authority for the statement that the toasts at the dinner will be significant and their meaning cannot be else interpreted, and that prompt disavowal of the affair by Austria is the only thing that can rob it of international weight.

The same official intimated that there is little likelihood of Austria's disavowal.

The divers at the Hulk of the Maine found Lieut. Commander Wainwright's watch on a table. It stopped at 36 minutes after 9 o'clock, the time of the explosion. Chaplain Chidwick's watch was also found. It indicated 36 minutes after 10. It is believed the shock moved the hour hand.

The candelabra and the chaplain's Bible and other things which are deemed invaluable have been recovered. A searchlight and the launch engine of the Maine are among the material of value recovered.

Washington, March 18.—The House committee on coinage, weights and measures, has favorably reported to the House a resolution authorizing the secretary of the treasury to make experiments to determine the best material for minor coinage and to submit new designs for coins to Congress. The committee says the copper penny becomes dingy, dirty, dull, and by corrosion poisonous, the five cent nickel, three-quarters copper, is too soft. Switzerland, Austria, Hungary and Italy have adopted pure nickel for their minor coinage with very satisfactory results, the coins being hard, durable, magnetic, velvety to the touch, retain their color and do not corrode.

Port Townsend, Wash., March 16.—The steamer Corona, which, while enroute to Alaska with 250 passengers, was wrecked on a reef off Lewis Island near the mouth of the Skeena river, was brought to this port last evening by the tug Pioneer. As the Corona was wrecked in British waters the Canadian authorities ordered her towed to Victoria as soon as floated. The order was not complied with.

The revenue cutter Perry under instructions from Washington, sailed north yesterday morning to intercept the Corona which was in tow of the Canadian tugs Lorne and Maude, and bring her direct to this place. The fleet was met at two o'clock yesterday morning forty mile northwest of Departure bay. The Washington dispatches were sent to Captain Langley of the Lorne. He conceded their authority and just before reaching the international line hawkers were slipped and the Corona with her own crippled machinery steamed from British into American waters where the tug Pioneer picked her up. The cutter Perry returned with the Corona to this port. Victoria, B. C., March 18.—The presi-

dent of the Chinese Benevolent society yesterday received telegram from Hong Kong stating a rice famine, which means starvation, threatened Canton, and asking that some subscriptions be forwarded.

Seattle, Washington, March 18.—The tribe of 300 Indians located along the Tanana river in Alaska have been battling with starvation the past winter. This news was brought by a trapper and fur buyer to Circle City. He stated that the Indians had eaten up all their provisions. A relief expedition has been sent with food to the famishing natives.

New York, March 19.—A dispatch to the World from Havana says: Until Captain Converse's explanation appears it must be considered true that the American ship Montgomery has violated naval usage. It seems she dipped her national colors to the Vizcaya and Oquendo, and they merely answered this unprecedented salute.

Section No. 118 of the American naval regulations says: "No ship of the navy shall lower her sails or dip her ensign unless in return for such compliments."

But one flag can ever be placed above the national banner, and that is the church flag, with its blue cross, which denotes that there are religious services aboard.

In fact on no occasion is a may-of-war supposed to lower the colors except as a signal of surrender in battle. The Montgomery's action is unaccountable.

American officers here say that Captain Converse could not possibly have known about it, even though he could not fail to see the Vizcaya's and Oquendo's flag salutes in passing.

It is argued that Captain Converse might have thought the Spanish saluted first, not having seen some one raising and lowering the American colors on the little Fern.

Admiral Manterola, to a reporter said that he had gone aboard the Oquendo to see that the usual forming of the marine guard was properly done in honor of the Montgomery's departure. He saw the American ensign dipped three times to the Vizcaya. She had hardly finished and then the Montgomery dipped three times again to the Oquendo. The cruiser was passing so fast that her dipping was practically continuous.

The Spanish admiral appeared very much pleased and concluded, "We considered it and do consider it a very great compliment."

Captain Eulate said: "The Montgomery honored us with a salute."

New York, March 19.—The sorriest looking crew that ever sailed into the harbor of New York came in on the British bark Ancyra, 126 days from Hong Kong, bruised, blackened, weak from lack of food, some having broken bones and others touched by scurvy. They tell a story of hardship and brutality.

A reporter who went on board the vessel, found several berths in the fore-castle occupied by men who called piteously for a doctor. Most of them were covered by unhealed wounds and running sores, and several with the sailors' signs of scurvy. The men charge this state of affairs to Capt. I. B. Morris, the first mate, P. C. Robinson, the second mate, N. Cuno, and the boatswain, Edward Shellnur. Alex. McCausland said:

"From the day that we left Hong Kong, we have been strapped and beaten. I have, without provocation, been struck again and again by the captain and second mate. We have had no fresh vegetables, our daily rations being two sea biscuits and a little meat. If we asked for better food we were clubbed. I have seen every sailor on the ship struck by one officer or another.

"The implements used were a chain, a long bamboo club, a bucket, an oak club, the handle of a mop or broom. I have seen as many as five men with black eyes at the same time. We did not dare to strike back lest we be shot."

Edward Simpson said: "Peter Hansen was killed by brutality and starvation. The second mate seemed to have a particular grudge against him, and so did the captain. They used to take turns knocking him about. Then they would do it together. Hansen finally got sick and feverish. He was covered with black and blue marks and was weak for lack of food.

"The officers said that Hansen was shamming. They went to his bunk and called him, but he was too weak to get up. So the captain picked him up and said: 'You're sick, are you?' calling him vile names. 'I'll make you sicker. When I speak to you, move, and move quick.'

"Then the captain slammed him down on the deck again. This he repeated three times, cursing violently all the while. Hansen groaned, but made no answer. In half an hour he was dead. This was last Sunday."

Bombay, March 18.—Two hundred and fifteen new cases and two hundred and sixteen deaths from the plague are reported today. Five Europeans have been attacked. The Mohammedans at Hubli on the South Mahratta railway, hearing of the riots in this city, have decided to resist the plague precautions and operations over the line. The volunteers have been mobilized and the Infantry has been summoned, but as yet there has been no conflict.

London, March 19.—The steamer which was sunk with all on board Wednesday morning in collision with the British bark British Princess from Leith for Liverpool, off Gabbard lightship is believed to have been the Ville d'Anvers, a Belgian government training ship, having on board sixty cadets and twenty officers in addition to her regular crew.

Butte, Mont., March 21, 1898.—The Hale house, a big three story building used as a boarding and lodging house for men in the employ of the Anaconda company, was entirely destroyed by fire at an early hour this morning. The building is on East Broadway, and when the fire broke out, shortly after 3 o'clock, there were 400 men in it. Of these many are now in the hospitals and others, who escaped almost without clothes, are scattered all over town.

Until the safe, now buried in the cellar under tons of debris, is removed, and the books examined and a roll called, it will not be known how many perished. The estimate of the dead, which now runs up to twenty-five, may be cut down as the men report for duty or to the police.

It is known that sixty did not show up at the mines this morning, though many perished. The estimate of the recovering from their fright.

The fire started in the basement and was soon beyond control. The halls were filled with smoke, and it was impossible for many to have escaped that way. The fire escapes were mostly in the rear of the building, and these were used by the men who could reach them. Those in front, however, crowded to the windows. Many of these were taken out by means of ladders put up by the firemen. Others jumped and were more or less injured. As fast as the men reached the ground the injured were placed in hacks and taken to the hospitals or to the houses of friends. Others who were not injured rushed at once for shelter. The air was bitterly cold.

To conclude that the smallest room in the house is large enough to sleep in. To sleep exposed to a direct draught at any season.