THE NAVAL DEPARTMENT.

Movement of the Cape Verde Fleet the Chief Incident.

THE VESSELS WERE IN COLLISION.

Sampson's Fleet May Be Taken North to Be Prepared to Meet the Enemy.

Washington, April 30.—(Special to The Post.)—The naval board of strategy received additional advices this morning concerning the departure from St. Vincent of the Spanish fleet. The torpedo boats Azor, Rayo and Ariete collided off Cape Verde islands. As a result, the Rayo and the Ariete are being towed to the Canaries by the transports San Francisco and Ciudad de Cadiz. The rest of of the fleet, which includes the Vizcaya, Almirante Oquendo, Infanta Maria Teresa and Cristobal Colon, followed by three torpedo boat destroyers, sailed in a westerly direction. The above is the sum total of information in the possession of the navy department, but the strategists are skeptical. They are figuring on the possibility that they are headed for this side of the Atlantic for the purpose of catching the Oregon and the gunboat Marietta, which will pass through the channel between the island of Trinidad and South America, and plans are being perfected that will amply meet any emergency that may arise.

In the meantime, it is the purpose of the strategy board, providing nothing is immediately heard from the Spaniards, to detach a number of the ships under Rear Admiral Sampson and permit them to take a cruise in northern waters for the health of the crews. The blockading squadron will be reinforced by several auxiliary cruisers that have been armed, as it is thought they will prove effective enough to maintain the blockade. Most of the vessels composing Sampson's fleet have been in southern waters for two months, and it is thought the cool northern breezes will brace the sailors for hard work later on.

Washington, April 30.—About the only item of news that came to the navy department this morning from any official source told of the departure of the Spanish Cape Verde fleet, which consisted of torpedo boats and transports for the Canaries. The fact that two of the torpedo boats were in tow of the big transports, naval officers regarded as a sign that in the collision which these vessels are reported as having had yesterday, the machinery of the boats is damaged beyond the possibility of repair at St. Vincent. It is by no means a safe undertaking to tow a torpedo boat the long distance between Cape Verde and the Canaries, and it would not surprise naval officers if one or more of the little boats were missing when the remainder of the fleet arrives at the Canaries.

Anxiety is felt as to the destination of the more formidable part of the Spanish fleet that has sailed westward from Cape Verde. If they are headed for Cuba the navy department calculates that they are likely to reach Porto Rico about May 7. It is not to be expected, however, that their arrival at a Spanish port will be made public by the Spanish authorities controlling the cable, and supposing that they are not detected by one of the United States naval vessels, which will possibly be thrown out as a scout, the first news of the arrival of the fleet on this side is likely to be conveyed by some of the neutral vessels trading between Porto Rico and an outside port.

The strategy involved in the Spanish movements is rather puzzling to the naval office. Assuming that the four cruisers have actualy started on their way to Cuba, it would seem that if they arrive at Porto Rico they would be in imminent danger of capture or destruction at the hands of Admiral Sampson's squadron, which is unquestionably superior in offensive power. In other words, the four cruisers would be situated just as were the Oquendo and the Vizcaya before the outbreak of hostilities, when they prudently fled from the port of Havana.

It was reported in departmental circles today that the flying squadron was about to sail from Fortress Monroe. The officials refused to affirm or deny the correctness of this statement, but it is assumed that if the report is true the vessels are to be used as scouts to detect the approach of the Spanish vessels.

It is not expected that in case the armored ships were sighted by Commander Schley an engagement would be attempted unless the circumstances were peculiarly favorable, for he had but two armored ships in his squadron to pit against the four heavily armored Spanish vessels. He would be able, however, to hang on the flank of the Spanish squadron or annoy them greatly while rushing ahead one of his cruisers—the Columbia or Minneapolis—to warn Admiral Sampson and secure reinforcements in the shape of a battleship that would insure victory in action.

HOW WE WILL SINK THE CRISTOBAL COLON

By a Naval Officer Aboard the Ram Katahdin.

"The Spanish fleet is superior at this time to the flying squadron under Commodore Schley's command, and the additions which will be made to it during the week will make it a force, which, combined with the torpedo flotilla at Cape Verde, will represent practically the total available fleet of Spain."—Exchange.

Stuff and nonsense!

We have in our navy one boat which alone could fight the whole much vaunted, over-valued, self-confident Spanish navy. This vessel, boat, war ship, ram, or whatever you may call it, is the deadliest weapon ever invented. It is absolutely impregnable to fire, and even dynamite glances off it as it would off a lady's hat pin. When stripped for action it lies almost on the water line and its entire top rigging can be removed. Positiveiv the only point visible is one solitary turret which must be hit squarely like a bull's eye or else the people inside would not know they had been struck. Anywhere else the shell and shot would roll off a slanting roof.

A NAVAL WONDER.

This wonderful ship is the ram Katahdin, and now that the war is actually on this wonderful piece of marine architecture which has hitherto been kept so silent by the government, in fact has never a full crew upon her, can be mentioned. It is such a marvelous piece of work that the Holland submarine boat is not to be compared to it, no, nor twenty such boats. I would rather have the ram Katahdin to fight a war fleet than the whole flying squadron. Put me in command of the ram Katahdin and I will sink every vessel in the white squadron without trouble, just as the Merrimac came near sinking the whole Union fleet.

This war ship works, as its name indicates, by ramming. It is a literal steel arrow which jags its way into the side of a cruiser. No Indian arrow with pointed end and poisoned tip could ever do the damage to a ship that this ram Katahdin does to the marine cruiser.

It is so deadly in its work that it is almost barbarous. Not even the ancient American ever conceived anything quite so deadly. The British navy at one time refused to accept such a hostile instrument of battle, and would not allow one to be built. Finally, however, it did, and turned out the British ironclad Camperdown, which was much of the same shape, although it lacked many of the works of the Katahdin. The Camperdown came in contact with the steel sides of the great battleship Victoria, with the result that the Victoria was instantly sunk. The Camperdown received a blow which sent her into dry docks for months, and so the test was not considered successful.

The Katahdin, like the Camperdown, can deliver a blow that will sink any cruiser, but superior to the Camperdown, it will not injure itself. That has been demonstrated by experiments of the Katahdin. The Katahdin has been run into docks of solid wood; it has been rammed against steel covered posts; it has been driven into steel walls and subjected in every way to the severest tests known to the navy, and always without injury to herself.

A British naval official, commenting on the Katahdin, said that she was well worth the building, even though she should destroy herself, "for," said he, "the Katahdin cost only $1,000,000 and a cruiser costs $4,000,000. It is worth while, by mathematical computation, any day in the week, to destroy a $4,000,000 cruiser with a $1,000,000 ram."

THE ATTACK.

The Katahdin works as the Britons of old fought—face to face and at short range. It sights a cruiser, approaches it until within striking distance and then strikes. She is clothed with armor sufficiently strong to deflect any projectile which would be likely to strke her massive steel sides as she approaches. She has high speed and such maneuvering powers that, as she dashes at an enemy, she can turn aside to avoid a shell. The gunner aboard the cruiser who is aiming at the Katahdin must constantly change his aim. The little ram is approaching so rapidly that at each fire the gunner must change the angle of the gun. At the same time he must turn it from side to side to catch the Katahdin. She, meanwhile, is driving straight at the cruiser. When she has approached to within twenty feet she hurls her weight of 2,000,000 pounds at the enemy's ship and it is safe to predict that the future of that ship is not worth writing.

The Katahdin was designed by Admiral Amen of the United States navy, who had such faith in her that he made no provision for a battery of any description. Since building, however, she has been mounted with four rapid-fire six-pounders. These are intended, however, only for defense. They are not sufficiently powerful to be of any service in an action with a cruiser, yet it is a cruiser which the Katahdin is designed to destroy.

As soon as she has approached near enough to ram into the side of the cruiser she does her work and then darts away, leaving it to sink. If there are other cruisers she makes for them, they meanwhile sending their volleys of shot upon her steel sides. It is thus claimed that the Katahdin could vanquish a whole fleet and I can not see why this should not be so. She strikes the cruiser at the water line, at a point where it is positively weak.

DYNAMITE USELESS.

There is absolutely no projectile built which can pierce the upper part of an ironclad. With all our talk about dynamite and shells, we have not yet built a gun sufficiently powerful to pierce the steel sides of a warship about the water.

In this connection the remarks of the Chinese admiral, Yanghi, about the conduct of his vessel in the Japanese-Chinese war are interesting:

"The Tsen Tsing was struck 200 times above the water line by no fewer than 200 projectiles, but her armor was not damaged beyond a dent three inches deep. One shell, however, struck her below the water line and she was disabled."

This shows that the Chinese vessel stood 200 or more shells without showing more than a slight dentation, but it does not say how she would have acted if the attack had been made entirely under water, or upon her lower parts. It is impossible to remedy the destruction that must come to a ship when attacked on her lower parts, because of its weight. The ram Katahdin strikes below the water and thus does inestimable harm.

The Katahdin can be described as a twin-screw armor-plated vessel of 2050 tons displacement. Her original design called for a vessel 242 feet in length, but contractors studied the plans and proposed an addition of about eight feet, urging that the additional space would greatly aid the vessel's coal-carrying capacity. The change was approved by the navy department, and also was it authorized that a solid steel casting for the stem be substituted for the original head, which was originally proposed. The height of the conning tower was also increased.

The vessel measures now 250 feet 9 inches in length, and has an extreme breadth of beam of 43 feet 5 inches. When coaled and commissioned for service her mean draft will be 15 feet. Her engines, which are of the vertical, triple-expansion type, are expected to give an indicated horse-power of 4800, and to develop a speed of seventeen knots per hour.

The Katahdin's coal supply is 175 tons. Her engines are in separate compartments and each is wholly independent of the other, so that if one engine is cut off or out of order another machine can be called into use. The propellers, which are three-bladed, are of manganese bronze.

The armor which protects the ship's curved deck has sufficient resisting qualities to deflect missiles from any but the highest powdered ordnance such as are placed along shore, but too heavy for vessels. The hatches have armored plates and the smokestacks and ventilators are protected by six inches of steel.

Now do you doubt that we can sink the Cristobal Colon, and if not, where is our weak point? Our armor is three times as heavy, and when stripped we lay on the water edge so that we can not be struck. We work under the water and our weapon has escaped without a bayonet scratch. We are driven forward by electricity and steam—the most powerful known elements.

PRISONERS OF WAR.

Passengers on the Panama Are Thus Held.

New York, April 30.—The evening Post's Key West special today says: All of the thirty-five passengers on the captured steamer Panama will be held as prisoners of war. They left New York with the intention of belligerency, most of them being on the way to join the Spanish army. The United States marshal will turn them over to the army authorities, who will lodge them in Fort Taylor.

The dispatch boat Dolphin encountered a volunteer prize yesterday, and sent one of her men to report this morning. She was a fishing schooner, bound for Havana, and her skipper, when warned away, asked to be seized as, if Spaniards caught him they would press him into service.

New York, April 30.—Discoveries have been made on the captured Spanish steamer Panama which make it very improbable that she will ever be returned to Spain, whatever disposition may be made of the Buena Ventura and other prizes taken, says the Key West correspondent of the Herald.

The prize commission has discovered 203 new Mauser rifles and a large consignment of swords and bayonets, besides a quantity of fixed ammunition for the Panama's four 14-pound guns, which she might have used to blow her captor, the Mangrove, out of the water, but did not. The Panama's captain had refused to admit that his cargo included any contraband of war. It is believed that a further search will reveal many more weapons, and possibly more ammunition.

The prize commissioners also found papers tending to show that certain of the Panama's passengers and New York Spaniards had been actively engaged in plans for aiding the Spaniards in Cuba in getting arms, ammunition and supplies. Discovery of these documents has already led to an order from Washington to hold as prisoners of war a large number of the Panama's passengers.

Captain Ormachea of the Fletcher line steamship Guido asserted positively in my hearing yesterday that his cargo included no arms or other contraband of war, but his vessel will be subjected to a careful search, especially since yesterday's discoveries on the Panama.

The Shreveport Companies.

Shreveport, La., April 30.—The Caddo and Trezevant Rifles, companies D and K of the First regiment, Louisiana volunteers, left for New Orleans today, with a brass band, escorted by sixty-five veterans of the Blue and Gray, to the depot. The city turned out en masse, and a grand ovation was given them; 5000 people at the depot.

It is easier to turn a bloodhound from the scent than to shake off a disease which is fairly rooted in your constitution. No doubling and twisting will deceive the hound until the trail is broken short off; and the hound of disease pursues just as relentlessly along the trail of weakness and debility.

Many diseases which are called by different names are all due to a weak, impoverished condition of the blood. The liver fails to sift out bilious impurities; the stomach cannot do its proper work; the system gets no nourishment, but is filled up with poison instead.

The appetite and strength, and vital energies fail, and frequently the delicate lung tissues become affected. But there is no use in cough syrups and "appetizers" and mere stimulating "extracts." This trail of wasting debility must be broken short off by getting at its fundamental causes in the blood, and no medicine in the world does this so scientifically and thoroughly as Dr. Pierce's Golden Medical Discovery.

It directly reanimates the liver and digestive organs and gives them power to produce an abundant supply of pure, red, life-giving blood which stops the wasting process and creates fresh tissue, healthy flesh and permanent strength.

It is the invention of an educated and widely experienced physician. Dr. Pierce has been for nearly thirty years chief consulting physician of the Invalids' Hotel and Surgical Institute, of Buffalo, N.Y. His 1008-page illustrated book, "The People's Common Sense Medical Adviser," will be sent free for the *cost of mailing only*: 21 one-cent stamps, or cloth-bound for 31 stamps. It is of priceless value in any home. Cut chapter gives a full account of some astonishing recoveries of apparently hopeless victims of lung and throat affections and other wasting diseases which seemed beyond the reach of medicine.

COMMODITIES AND WAR PRICES.

Chicago Times-Herald.

Prices of speculative commodities and of many articles used in the kitchen and on the dining table are going upward. Part of the advance is due to war conditions, but not all of it. For instance, the change in beef prices is due more to range conditions than to any disagreement between this country and Spain. The Leiter control of the foreign and local wheat market is advancing the price of flour more than the guns before Morro Castle.

It is a proverb of war that prices of the necessaries of life advance as the conflict progresses, so, in a general way, the present upward tendency of the market is due to our relations with Spain. It is comforting to know that butter is still cheaper than it was in the winter, and that the price of tea and coffee is relatively unchanged. But meats, eggs, potatoes, beans and flour are growing more costly, as is shown by the following table of highest prices on February 16, the day the destruction of the Maine was made known; on April 25, the day we declared war, and yesterday, with a legal and actual state of war existing:

SPECULATIVE ARTICLES

	Feb. 16.	April 25.	April 27.	In 71 days Increase.	In 71 days Decrease.
Wheat	99¾	$1 20	$1 23	23¼	.....
Corn	29¾	32½	34⅞	05⅛	.....
Oats	27½	29½	29	01½	.....
Barley	35	40	47	12	.....
Pork	$11 15	$11 45	$11 52½	37½	.....
Flour	4 90	6 20	6 50	1 60	.....
STAPLE ARTICLES.					
Butter—Creamery	19	16½	16½	.....	02½
Dairy	17	15	15	.....	02
Beans	95	1 25	1 35	40	.....
Cheese—Creamery	08¼	08½	07¾	½	.....
Young America	09¼	09¼	09¼	.....	.....
Eggs	14½	10	11	.....	03½
Potatoes	52	68	70	18	.....
Sugar—Cut loaf	6 01	5 88	5 88	.....	13
Granulated	5 51	5 25	5 25	.....	26
Tea—Moyune	70	70	70	.....	.....
Young Hyson	45	45	45	.....	.....
Japan	85	85	85	.....	.....
Coffee—Java	34	32	32	.....	02
Mocha	35	24	24	.....	11
Rio	18	11	11	.....	07
Salt (coarse)	1 50	1 50	1 50	.....	.....
Beef	5 60	5 25	5 30	.....	30
Veal calves	6 75	5 75	6 00	.....	75
Mutton	4 89	4 80	4 40	.....	49
Lambs	4 75	4 60	4 75	.....	.....

On the most prominent of the stocks a slight decline between prevailing prices on March 15 and those of yesterday is notable. The market, though, is firm, and is considered well protected. Quotations for the day the Maine was blown up, March 15, and yesterday are:

	Feb. 15.	Mch. 15.	Apr. 27.	Inc.	Dec.
American Sugar	138⅞	120⅞	116⅛	....	22¾
American Tobacco	92	94¼	101¼	9¼	....
Adams Express	113	101¼	.....	....	....
Atchison preferred	31¾	24¼	24	....	7¾
American Spirits	8½	7	10⅞	2⅞	....
Chicago, Burlington and Quincy	102½	89⅝	90	....	12½
Chicago and Northwestern	128⅝	116¾	116¼	....	12⅜
Chicago, Mil. and St. Paul preferred	95¾	88⅝	85⅛	....	10⅝
Chicago, Rock Island and Pacific	91¾	83	85½	....	6¼
Canadian Pacific	88¼	81⅝	.....	....	....
Consolidated Gas (New York)	193¼	177¼	172¾	....	20⅝
Delaware and Hudson	112½	110	107⅞	....	4⅛
General Electric	38¼	31½	30½	....	7¾
Illinois Central	105¾	99½	.....	....	....
Lake Shore	191½	184⅝	.....	....	....
Louisville and Nashville	60	48¼	46	....	14
Manhattan	117¼	101	92½	....	24¾
Michigan Central	113	101½	101½	....	11½
Metropolitan Traction	162	141¼	135½	....	26½
Northern Pacific preferred	66⅞	40¼	39⅞	....	7
New York Central	118⅞	109¼	107⅞	....	11
National Lead preferred	109	103	99¾	....	9¾
Peoples Gas (Chicago	96¾	90	89⅛	....	7⅞
Pullman	186½	171½	.....	....	....
Union Pacific preferred	61½	49⅝	50¼	....	11¼
Western Union	91⅞	86⅝	85½	....	6⅛

Texas Horses Are Wanted.

Washington, April 30.—(Special to The Post.)—Dr. Leonard Wood, who is now recruiting what will be known as "Roosevelt's Rough Riders," has gone to Texas to buy or obtain options on 1000 horses for his regiment. He says men will not be lacking, and is desirous of having horses of the right kind to mount them.

Fort Worth Companies.

Fort Worth, Texas, April 30.—Troop F, Fort Worth cavalry, recruited here, will go to the front as one of the companies of the Texas cavalry regiments. George West is captain and I. H. Mills first lieutenant.

The Loyd Rifles today received orders to go into barracks. Orders to move are expected tonight.

Company D, Second regiment United States volunteers, has completed its organization and is ready to march on command of the adjutant general.

SPANISH VESSELS LIABLE TO CAPTURE

Complete List of Spain's Merchantmen Now on the High Seas and Which May Be Seized as Prizes by United States Men of War.

Herewith is a list of all the Spanish merchant vessels now on the high seas and liable to be seized by United States warships. This list was prepared for the secretary of the navy by the New York Maritime Register, and is complete us to April 26.

STEAMERS.

Alava ..... Vigo, March 28, Havana.
Alicia ..... Pensacola, April 11, Liverpool
Bonio ..... Galveston, April 21, Bremen.
Cienfuegos ..... New York, March 19; Gibara, Cienfuegos.
Gracia ..... Pensacola, April 18, Liverpool.
Gran Antilla ..... Barcelona, March 24, Havana; Teneriffe, April 7.
Guido ..... Corunna, April 9, Havana.
Leonora ..... At Havana, April 8.
Madrileno ..... Santander, March 31, Havana.
Manila ..... Barcelona, April 15, Havana.
Maria Herrera ..... Trading in West Indies.
Mexico ..... At Havana, April 15, has probably sailed for Mexican ports.
Miguel M. Pinillos ..... Barcelona, March 30, Havana; sailed from Las Palmas, April 10.
Montevideo ..... Cadiz, March 30, Havana.
Montserrat ..... Cadiz, April 10; Las Palmas, April 30; Havana.
Paulina ..... Santander, April 8, Porto Rico.
Pio IX ..... Cadiz, March 22, Havana.
Puerto Rico ..... New Orleans, April 16, Barcelona.
Reina Maria Cristina ..... At Havana, April 4.
Rioiana ..... At Havana, April 9.
Rita ..... Santander, April 13, Havana.
San Augustin ..... Havana, April 9, St. Jago and Colon.
Santiago de Cuba ..... New York, April 1, Manzanillo and Cienfuegos.
Santo Domingo ..... At Havana, April 19.
Saturnina ..... Sagua, April 9, St. Jago.
Serra ..... Santander, April 13, Havana.
Telesfora ..... Galveston, April 20, Manchester.
Vivina ..... Corunna, April 2, Havana.

STEAMERS BOUND TO THE PHILIPPINE ISLANDS.

Isla de Mindanao ..... At or passed Aden, April 6, for Manila.
Isla de Panay ..... Barcelona, March 12, Manila; reported at Singapore about April 5.
Leon XIII ..... At Manila, March 26.

SAILING VESSELS.

Angelita, bark ..... Brunswick, April 20, Barcelona.
Antonio Jane, bark ..... At Brunswick, April 20.
Carlos F. Roses ..... Montevideo, March 16, Cuba.
Consuela, bark ..... Santos, March 10, New Brunswick.
Frasquito, brig ..... Montevideo, March 5, Havana.
Jimio Mir, bark ..... At Havana, March 15.
Josefa Hermosa, brig ..... Brunswick, April 20, Barcelona.
Joven Antonio, brig ..... May be at Havana.
Lorenzo, brig ..... La Plata, March 18, Havana.
Luz, bark ..... At Havana, March 15.
Maria, bark ..... Brunswick, April 21, San Sebastian.
Nicolas, brig ..... Montevideo, February 6, Cienfuegos.
Nuevitas, schooner ..... At Havana, March 16.
Nuevo Vigilante, brig ..... La Plata, February 11, Havana.
Pablo Sensat, bark ..... At Havana, March 30.
Pedro Maristany, brig ..... Last reported Havana, March 7, Cardenas.
San Rafael, brig ..... At Havana, March 4.
Venturer, brig ..... Montevideo, March 9, Cuba.
Verdad, bark ..... Brunswick, April 19, Santa Cruz de la Palma.

IS BACK IN [illegible]

Naval Appropriation Bill [illegible] Agreed To.

HOUSE REFUSED THE AMEND[illegible]

Chief Opposition Came from Mr. [illegible]non of Illinois, Who Is a Republican.

Washington, April 30.—Today's session of the house was devoted chiefly to the consideration of the conference report on the naval appropriation bill presented yesterday by Mr. Boutelle. The report was rejected after three hours of debate and further conference will follow. The only ground on which the fight against the report made was found in the senate amendment to compensate naval officers for government use of their inventions and authorizing them to have their claims for such compensation adjudicated in the court of claims. Mr. Boutelle led the support of the amendment and Mr. Cannon and Mr. Sayers the opposition. A resolution, introduced by Mr. Cannon insisting on eliminating the amendment was adopted—118 to 42—and the naval bill was again presented for conference.

Washington, April 30.—Mr. Boutelle (Rep., Me.), called up the conference report on the appropriation bill in the house today.

The speaker announced that the house adjourned yesterday pending the disposition of a point of order made by Mr. Cannon (Rep., Ill.), that the conferees had aided their position by introducing into their report matter which was not in difference between the two houses. The speaker recognized Mr. Cannon.

Mr. Cannon said his point was based upon the provision inserted by the conferees providing for additional officers, non-commissioned officers and 1500 men in the marine corps.

Mr. Boutelle said he was anxious to secure the earliest possible action on the naval bill in order to equip and support to the utmost the forces the country had sent to war to the end that the earliest success to our arms might be accomplished. Accordingly, he was not inclined to insist on the technicalities that might delay the passage of the bill, but was willing to make any reasonable arrangement that would give the house a fair opportunity to consider the amendment in question.

After some discussion Mr. Boutelle made a request for unanimous consent that the report be rejected with the right to move to reconsider, pending which motion the house should proceed to the consideration of the report for an hour and a half.

Mr. Boutelle's request was agreed to and then Mr. Sayers (Dem., Texas), had read the senate amendment directing the secretary of the navy to use, when necessary, inventions of naval officers and authorizing such officers to prosecute claims for compensation thereof.

Mr. Cannon presented a resolution declaring it the sense of the house that officers of the navy were not entitled to compensation from the United States for inventions made while in the service of the navy and that laws should be so amended as to prevent such compensation. During the course of the debate on the amendment, Mr. Cannon pointed out that the amendment contemplated only officers of the navy and made no mention of other employes.

Mr. Walker (Mass.) addressed the house in support of the amendment, insisting that the government had no right to appropriate without compensation the inventions of its naval officers.

Mr. Moody (Mass.) followed in opposition, declaring that the government took its officers almost from the cradle and carried them to the grave and should be entitled to their inventions.

Mr. Gaines (Tenn.) and Mr. Linney (N. C.) spoke against the amendment.

Mr. Cannon withdrew the resolution offered by him and offered instead a resolution instructing the house conferees to insist on the senate amendment being stricken out. He warned the house against persons who were ready to take advantage of the excitement and patriotic fervor incident to war to get through laws that ought not go through. He opposed the amendment because it was entirely out of place in an appropriation bill. It was plainly new legislation without any connection with the appropriation of money. Discussing the amendment Mr. Cannon declared that in his opinion it "was a wicked and corrupting piece of legislation."

Mr. Boutelle (Me.), speaking for the amendment and closing the debate, criticised sharply the objection to the amendment and characterized it as an inexcusable haggling while the navy and the country waited in sore need of the war essentials for which the bill provided. Mr. Boutelle brought Mr. Henry (Miss.) to his feet.

"Does the gentleman from Maine throw that charge at us simply because we oppose that amendment which we do not think wise?" asked Mr. Henry.

"I mean to say that the gentlemen are delaying the whole bill with its war provisions by insisting on opposing an unimportant amendment which the senate placed on the bill, as it had a right to do."

At the conclusion of Mr. Boutelle's speech a vote was taken on the Cannon resolution, insisting on striking out the amendment in conference. The resolution was agreed to—118 to 42.

On motion the house asked the senate for further conference.

Mr. Cannon, from the committee on appropriations, reported back to the house the civil bill with senate amendments with a recommendation that the house concur. The house non-concurred and upon motion of Mr. Cannon it was agreed to ask the senate for a conference. At 4:29 the house adjourned.

SAMPSON'S BRIEF REPORT.

Will Not Permit Batteries at Matanzas to Be Restored.

Washington, April 30.—Secretary Long this evening made public the following telegram from Admiral Sampson:

"Key West—New York, Puritan and Cincinnati shelled Punta Gorda at Matanzas yesterday to prevent construction of new batteries which they were commencing. The Puritan has been ordered to prevent any resumption of this work."

New York, April 30.—Another bombardment of Matanzas will promptly follow if General Blanco makes any attempt to replace the batteries demolished by Admiral Sampson, says a Washington correspondent of the Herald. "Official dispatches from Admiral Sampson recived at the Navy department tell briefly of the bombardment. The only explanation he makes for the attack on the Matanzas fortifications is that he discovered the Spaniards were erecting heavy guns there, and he deemed it expedient to demolish them.

"He adds that the Puritan will be sent back to Matanzas with orders to destroy any new batteries that may be constructed."