SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

March 18.—Sch Onyx, 99, McKinnon, from Gabarus, A W Adams, coal.

Coastwise—Strs Alpha, 212, Colwell, from Yarmouth; Westport, 48, Payson, from Westport.

March 19—Sch Annie M Allen, 428, from Boston, J E Moore, bal.

Sch Valdare, 90, Hatfield, from Boston, John E Moore, general.

Sch Myra B, 90, Gale, from Boston, Cottle & Colwell, bal.

Coastwise—Schs Thelma, 48, Milner, from Annapolis; Tethys, 9, Johnson, from Welchpool; Essie C, 72, Whelpley, from Quaco; Citizen, 46, Woodworth, from Bear River; Hustler, 44, Longmire, from Annapolis; Temple Bar, 44, Longmire, from Port Medway; Helen M, 62, Hatfield, from Advocate.

March 20—Str St Croix, Pike, from Boston, C E Laechler, mdse and pass.

Arrived evening of 20th, str Mantinea, Mulcahey, from London, Wm Thomson and Co, gen cargo.

March 21—Str Flushing, Ingersoll, from Grand Manan via Eastport, Merritt Bros and Co, mail, mdse and pass.

Sch Avalon, 116, Wagner, from New York, J W Smith, general.

Coastwise—Schs I H Grady, 26, Sullivan, from Meteghan; Vanity, 11, Murray, from fishing; Beulah Benton, 86, Mitchell, from Sandy Cove; Henry Nickerson, 70, Brewster, from Economy; Alice, 17, Trahan, from Freeport; Wanita, 42, Magarvey, from Annapolis; Whistler, 23, Faulkner, from Noel; Wood Bros, 64, Fulmore, from River Hebert; Friendship, 65, Seely, from Quaco.

Cleared.

March 18.—Sch Canary, Wasson, for Salem f. o.

Coastwise—Schs Glide, Tufts, for Quaco; Miranda B, Day, for do; str Westport, Payson, for Westport; schs Starbuck, Reid, for Quaco; Dora, Canning, for Parrsboro; Helena M, George, for Maitland; Josie L Day, Keans, for Digby; Susie N, Merriam, for Windsor.

March 19—Sch Georgia E, Barton, for Quincy.

Sch Ira D Sturgis, Kerrigan, for New York.

Sch Adelene, McLennan, for City Island f o.

Sch Eltie, Howard, for Vineyard Haven f o.

Coastwise—Schs Juno, Kingston, for Quaco; Annie Blanche, Randall, for Parrsboro; Virgin Queen, Morse, for Grand Harbor; Tethys, Johnson, for West Isles; Zina M, Newcomb, for Parrsboro; barge No 2, Salter, for do; schs Aurelia, Scovil, for Grand Manan; Victory, Styles, for Quaco; Wascano, Baker, for Parrsboro.

March 21—Sch Cora B, Butler, for Vineyard Haven f o.

Sch Charles J Willard, York, for New York.

Coastwise—Sch Frank and Ira, Alcorn, for River Hebert.

CANADIAN PORTS.

Arrived.

At Yarmouth, March 19, ss Boston, from Boston; schs Bessie, from Louisburg; Blue Jacket, from fishing; ss Latour, from Barrington; ss Alpha, from St John.

HALIFAX, March 19—Ard, sch Clayola, McDade, from New York; 20th, strs Halifax, Fye, from Boston; Dufield, Young, from London via Shields with str Osborne in tow; Osborne, Pettie, from London for Philadelphia, towed in disabled by str Dufield.

At Quaco, March 19, schs Silver Wave, White, from Machias; Friendship, Seely; Rex, Sweet; Susie Prescott, Gough; Starbuck, Reed, from St John.

Cleared.

At Yarmouth, March 19, sch Circassian, for Barbados; ss Boston, for Boston; schs Vanilla, for Louisburg; L P Churchill, for Louisburg; Wapiti, for fishing.

At Quaco, March 19, schs Lexington, Thompson; Ellen M Mitchell, Bryant, for New York; Friendship, Seely; Ida M, Cameron, for St John.

Sailed.

HALIFAX, N. S., March 18.—Sailed, brigt Moss Glen, Hire, for Pernambuco.

HALIFAX, March 21—Sld, strs Minia (cable), Decarteret, for sea; Lake Ontario, Campbell, for St John.

Cld, sch Brudenell, King, for Demerara.

BRITISH PORTS.

Arrived.

At Demerara, Feb 21, schs Ida, from Halifax (and sailed 25th for Porto Rico); 28th, sch Utopia, from Halifax.

At Queenstown, Mar 16, ship Anaurus, Davidson, from San Francisco.

At Swansea, March 18, ship Troop, Fritz, from Tacoma—126 days.

At Newcastle, NSW, March 17, bark Swanhilda, Frazer, from Cape Town for San Francisco.

At Jersey, March 16, brig Union, Davey, from Rio Janeiro.

MOVILLE, March 21—Ard, str Lake Huron, from St John via Halifax, for Liverpool.

PLYMOUTH, March 21, 11 a m—Ard, str Kaiser Wilhelm Der Grosse, from New York for Bremen.

Sailed.

From Demerara, Feb 19, schs Gypsum Emperor, for Cienfuegos and north of Hatteras; 24th, La Plata, for Barbados.

LIVERPOOL, March 19—Sld, strs Umbria, for New York; Lake Winnipeg, for Halifax, NS, and St John.

MOVILLE, March 20—Sld, str Lake Winnipeg (from Liverpool), for Halifax and St John.

LONDON, March 20—Sld, str St John City, for Halifax and St John.

From Queenstown, March 18, ship Anaurus, Davidson, for Plymouth.

FOREIGN PORTS.

Arrived.

At Portsmouth, March 18, sch Cathie C Berrie, Gayton, from New York.

At New York, March 16, bark L M Smith, from Trinidad.

At New London, March 17, sch Mary, from New York for St John.

At Rosario, Feb 1, sch Americana, Smith, from Buenos Ayres; 10th, bark Hillside, Morrell, from do.

At New York, March 16, bgt Iona, Mosher, from Maceria.

At Buenos Ayres, March 13, bark Nora Wiggins, McKinnon, from Yarmouth.

At St Johns, PR, March 16, brig James Brown, Chase, from New York.

At Port Reading, March 16, sch Nellie J Crocker, Henderson, from New York.

VINEYARD HAVEN, Mass, Mar 18—Ard, sch Walter M Young, from Lubec for New York.

BOSTON, March 18.—Ard, schs Storm King, from Antwerp; Prince Edward, from Yarmouth, N S.

Cleared, schs Zeeta, for Lunenburg, N S; Mystery, for Halifax.

PORTLAND, Me., March 18.—Ard, schr Augustus Palmer, Haskell, from Louisburg.

At Delaware Breakwater, March 16, sch Sarah C Smith, from New York (and sailed 17th for Virginia).

At Pascagoula, March 17, ship Record, McNutt, from Cape Town.

At New York, March 17, bark Ancyra, Morris, from Manila.

At Rio Janeiro, Feb 14, ship Canada, Munro, from Norfolk.

BOOTHBAY, Me., March 19—Ard, schs Three Sisters and Garfield White, from St John.

CITY ISLAND, March 20—Ard, sch Walter M Young, from Eastport, Me.

PORTLAND, Me, March 19—Ard, schs, E H Foster, from St John for New York; Advance, from do for do; str Springhill, from Parrsboro, with two barges.

Cleared 19th, strs Vancouver, Jones, for Liverpool via Halifax; Springhill, Cook, for Louisburg, and sailed.

BOSTON, March 20—Ard, str Boston, from Yarmouth, NS.

Sld, strs Prince Edward, for Yarmouth, NS; Tryian, for Halifax, NS; brig May, for Lunenburg, NS; schs Bessie, for Belleveau Cove, NS; Bonnie Doone, for St John; Zeta, for Lunenburg, NS; Mystery, for Halifax.

SALEM, Mass, March 20—Ard, sch James A Stetson, from Boston for Eastport.

Sld, schs David Torrey, for Portland; Tay, for St John.

VINEYARD HAVEN, Mass, March 19—Ard, schs Mary, from Hoboken for St John; Carrie Belle, from St John for New York; Rosa Mueller, from St John for City Island.

Sld, March 20, schs Florida, Delight, Mary, Mary F Pike.

SALEM, Mass, March 19—Ard, schs Ada G Shortland, from St John for Fall River; Roger Drury, from do for New York; Mary F Corson, from do for do; Hanah F Carlton, from St John for New York; Tay, from New York for St John.

At Valparaiso, March 20, ship Centurion, Forsyth, from Newcastle, NSW, will discharge there.

At Pensacola, March 21, bark Birnam Wood, Smith, from La Plata.

At Jonesport, March 17, schs Mollie Rhodes, Dobbin, from St John for New York.

At Buenos Ayres, Feb 5 (not Jan 15) barks Grenada, Gardner, from Satilla; Thos A Goddard, Cook, from Boston.

PORTLAND, Me, March 21—Ard, sch Three Sisters, from Pisarinco, NB, for New York.

MACHIAS, Me, March 21—Ard, sch Canary, from St John for Salem.

Sld, sch A P Emerson, from Beverly for St John.

BOSTON, March 21—Ard, schs Silver Wave, from Quaco; Seraphine, from Clementsport; Abana, from Quaco; E H Foster, from St John.

Cld, str Storm King, for Antwerp via Baltimore; schs Rondo, from St John; V T H, from Annapolis.

VINEYARD HAVEN, Mass, March 21—Ard, brig Ethel, from St Johns, PR, 16 days, for orders, reports: Had moderate winds and weather entire passage; sch Sierra, from New York for St John.

EASTPORT, Me, March 21—Ard, schs William Taylor, from Boston; Annie Laura, from St John.

GLOUCESTER, Mass, March 21—Ard, sch Blanche M Thorburn, from Shelburne, NS.

Cleared.

At New York, March 16, bgt Salina, Johnson, for Ivigtut; sch Winnie Laurie, Smith, for Boston.

At Norfolk, March 16, stmr Micmac, Meikle, for Avonmouth.

At Pascagoula, March 16, schr Sirocco, Reid, for Havana.

At Pascagoula, March 17, schs Sadie Wilcutt, Dixon, for Philadelphia; Gladstone, Reid, for Havana.

At Buenos Ayres, Feb 5, bark St Paul, Parker, for New York.

At Mobile, March 16, sch Iolanthe, Spurr, for Matanzas; 17th, sch Shafner Brothers, Lecain, for Havana.

NEW YORK, March 19—Cld, schs Marion, for Musquash, NB; Walter Miller, for St John.

BOSTON, March 18—Cld, strs Prince Edward, for Yarmouth, NS; Tyrian, for Louisburg, CB; brig May, for Lunenburg, NS; schs Bessie, for Belleveau Cove, NS; Bonnie Doone, for St John.

Sld, strs Halifax, for Halifax; St Croix, for St John.

Sailed.

From Dunkirk, March 15, ship Andora, Passmore, for Liverpool.

From Las Palmas, March 18, str Arbela, Smith, for St John.

From Rosario, Feb 3, bark Ensenada, Toye, for Port Natal; brigt Aldine, Heaney, for Rio Janeiro; 12th, bark Skoda, Lee, for Colastine.

At New York, March 16, bark Alice, Hart, for Halifax; sch Erie, for St John; Sierra, for do (and anchored on Whitestone).

SALEM, Mass, March 18.—Sailed, sch A P Emerson, for St John, N B.

MACHIAS, Me., March 18.—Sailed, schs Rowena, Morrill, from St John for Boston; Three Sisters, from St John for New York; Forest Belle, for Boston.

HYANNIS, Mass., March 18.—Sailed, sch Avalon and Fay, for St John, N B.

BOOTHBAY, March 18.—Sailed, schs Roger Drury, for New York; Ada G Shortland for do; Mary F Corson, for do; Hannah F Carleton, for do; Abana, for Boston; Silver Wave, for do.

NEW LONDON, Conn., March 18.—Sailed, sch Mary, from New York for St John, NB.

NEW YORK, March 18.—Cleared, brig Harry Stewart, for Digby, N S.

CALAIS, Me., March 18.—Sailed, schs Sarah A Reed, for New York; General Scott, and Clara Jane, for Boston.

From Boston, March 17, bark Salicon, Eaton, for Ivigtut.

From Norfolk, March 17, str Micmac, Meikle, for Avonmouth.

BOOTHBAY, Me, March 20—Sld, schs Three Sisters, for New York; W B Chester, for do; Hattie Muriel, for do; Garfield White, for do; Lizzie D, for do; George M Warner, for Gloucester.

NEW LONDON, March 20—Sld, sch Nellie F Sawyer, from New York for Portland.

CALAIS, Me, March 20—Sld, schs Freddie Eaton, for Boston; Native American, for do; Maggie Todd, for Salem.

From New York, March 18, sch Winnie Lawry, for Boston.

From Whitestone, March 18, sch Sierra, for St John; bark Salina, for Ivigtut.

From Genoa, March 21, str Simonside, Kish, for St John.

From Buenos Ayres, March 18, ship E J Spicer, Cochran, for Barcelona.

MEMORANDA.

Passed Prawle Point, March 17, ship Avon, Brady, from Ship Island for Queensborough.

In port at Kingston, Ja, March 9, sch Bertha Louise, Crowell, to load on north side of Jamaica for New York.

In port at Savana-la-Mar, March 5, schs Gypsum Empress, Roberts, for N of Hatteras; Gypsum Princess, Merriam, for New York.

SPOKEN.

Bark Ancyra, Morris, from Manila for New York, March 16, fifty miles off Capes of the Delaware.

Bark Katahdin, from St John for Buenos Ayres, March 12, lat. 35.18, lon. 53.30.

NOTICE TO MARINERS.

NOTICE TO MARINERS.

TOMPKINSVILLE, N. Y., March 16.—The Lighthouse Board has issued the following notices:

A first class spar buoy, painted red and surmounted by a conical shape, has been placed for experimental purposes near Gowanus Pats (SW) bell buoy, New York Harbor, in 25 feet at low water, and nearly opposite the General Lighthouse Depot, Tompkinsville. Masters of vessels are specially requested to keep clear of this buoy.

The following iron buoys have been replaced for the season in lower bay, New York: Gedney entrance (main channel), GE1, black, first class can buoy. Bayside Range Cut, B3, black, first class can buoy. Midchannel, black and white perpendicular stripes, first class can buoy. False Hook Shoal (NW part), red and black horizontal stripes, second class can buoy. East Knolls (NE end), 83, black, second class can buoy.

DELAWARE BREAKWATER, March 16—Capt. Gibbons, of tug North America, reports buoy of the Middle only 18 inches above water.

REPORTS.

NEW YORK, March 21—The crew of the British bark Ancyra called today at the office of the British consul to prefer charges of cruelty against the vessel's master, Captain Morris. They alleged that he kicked and beat them and did not give them sufficient food on the voyage from Hong Kong to New York. No official hearing was had, as Captain Morris was not present. His whereabouts are unknown. Consul Bennett has issued a consular summons for him, and a hearing will take place tomorrow.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

BARNARD—At Richibucto, N. B., on March 12, to the wife of Peter Barnard, a son.

BEAUMONT—At Lower Hillsboro, Albert Co., N. B., March 10th, to the wife of Archie Beaumont, a daughter.

BEERS—At Pine Ridge, Kent Co., N. B., on March 8th, to the wife of Jas. Beers, a son.

BUTTLAND—At Alma, Albert Co., N. B., March 13th, to the wife of Samuel Buttland, a daughter.

DOWSETT—At Alma, Albert Co., N. B., March 14th, to the wife of Chesley Dowsett, a son.

GILCHRIST—At Central Norton, on March 20th, to Mr. and Mrs. James Gilchrist, a son.

WILSON—At Pine Ridge, Kent Co., N. B., on March 4th, to the wife of James Wilson, a son.

DEATHS.

ARMSTRONG—At Lower Sussex, on March 20th, after a lingering illness of six months, Thomas Moore Armstrong, aged 70 years, leaving a widow, five sons and two daughters to mourn their loss.

COWPERTHWAITE—At Roxbury, Mass., March 17, Mrs. Ruth Cowperthwaite, widow of Reuben Cowperthwaite, aged 89 yrs. 3 mos. (New Brunswick papers please copy).

CLARE—At Main River, Kent Co., N. B., March 13, Susan, daughter of Mr. and Mrs. Wm. Clark, aged 16 years.

CRAFT—At Worcester, Mass., March 11, John H. Craft, aged 57 yrs. 9 mos. 8 da.

DICKSON—In this city, on March 20th, after a lingering illness, William Alexander Dickson, in the 21st year of his age.

McDONALD—At the residence, 235 Pandora street, Victoria, B. C., on March 10th, Rusha, beloved wife of H. H. McDonald, aged 44 years, a native of Colchester, N. S.

McDONALD—At Moncton, N. B., March 18th, Percy, infant son of Allen and Phoebe McDonald, aged 11 months.

McJUNKIN—In this city, on the 21st inst., Robert Kenneth, infant son of Beatrice and the late Robt. J. McJunkin, aged 1 year and 5 months.

MESSENGER—At Surrey, Albert Co., N. B., March 16th, Elias Messenger, aged 86 years.

STANTON—Suddenly, at Boston on March 20, Margaret, wife of John A. Stanton.

SWEENY—In this city, on March 20th, Michael V., infant son of Lillian E. and the late Thomas Sweeny, aged 4 months and 14 days.

WALLACE—At Sackville, N. B., March 13th, Mrs. Geo. T. Wallace, aged 46 years.

WALTMAN—At Pt. Wolf, Albert Co., N. B., March 9th, infant child of Harry and Eliza Waltman.

FATAL BUTTE, MONTANA, FIRE.

BUTTE, Mont., March 21.—The Hale house, a large three story brick building on East Broadway, used as a lodging and boarding house by miners in the employ of the Anaconda company, was entirely destroyed by fire, which broke out shortly after three o'clock this morning. So far as known two men are dead from injuries received in jumping from windows; and one is dying, and twenty are missing, while search of the ruins may disclose the fact that many transient lodgers also lost their lives.

There are many New Brunswickers in Butte, and the Anaconda company is composed of provincialists, but in the list of dead, dying and missing no New Brunswickers are given.—Sun.

HE THOUGHT IT VERY STRANGE.

"In the autumn of 1892 I spent nearly two months at Manitou Springs, Colorado, in the hope of getting relief from the terrible attacks of bronchitis and asthma, which seemed dragging me into the grave. I had tried pretty nearly everything and had grown very sceptical on the subject of medicines. Up to that time it had never been suggested to me that my troubles might be due to indigestion or a disordered stomach. Yet I had undergone treatment at the hands of twenty different physicians, not one of whom had ever treated me for dyspepsia. Do you not think that exceedingly strange? Finally I met at Denver an English lady, who told me she had passed through a similar experience at home and been at last cured by Mother Seigel's Syrup, a dyspepsia remedy, which she said is highly popular in England. At my request she sent for half a dozen bottles, and before I had finished the fifth one I was a well man. That was three years ago, and I haven't had a suspicion of either of my old ailments since."

The above is an extract from a letter written by an American acquaintance of the writer of these lines, and never intended in any sense for publication or as "a testimonial" to Seigel's Syrup. It was simply the statement of a fact too interesting and remarkable (in his opinion) to be kept to himself. In case he chances to see this article he will, I am sure, pardon the reference to his case in view of the good it may do. The fact that this intelligent and wealthy gentleman had never heard of the theory on which this medicine works so many marvellous cures, renders it all the more a duty to publish them to the world. Here, briefly told, is another, among the thousands constantly occurring.

"In the spring of 1890," writes Mrs. Sara Wood, "I began to feel low and weak, having no life or energy. My appetite was poor, and no food that I took agreed with me. After every meal I had great pain at my chest and stomach.

"I was also much swollen around the body; my skin was puffed up as if water had accumulated under it.

(That is precisely what had taken place. Chronic dyspepsia is not infrequently accompanied with a tendency to dropsy, on account of the inactivity of the kidneys through the paralysing effect on those organs of the poisonous principles in the blood, originally engendered in the stomach.)

"I became very weak," continues the lady, "and had difficulty in getting about, and was always in pain. I consulted a doctor, who said that my blood was out of order. I took his medicines for over six months, and paid him pounds; but I got no better. His medicines did not seem applicable to my complaint.

"At Chrismans, 1890," she concludes, "my mother, who lives near Downham, read in a book about Mother Seigel's Syrup, and urged me to try it. I procured a bottle from the chemist at Downham, and, after taking it a short time, I began to improve. My appetite returned and food agreed with me. I continued with it, and gradually all the dropsy and puffiness left me, and I grew strong and well as I had ever been. Since then I have kept in the best of health. I have told many of my friends and customers of what Mother Seigel's Syrup did for me. You can use this statement as you like. (Signed) (Mrs.) Sara Wood, grocer, etc., Stanhoe, near Lynn, Norfolk, July 10th, 1896."

Continuously for many years, in many languages, and in countless publications, we have insisted that indigestion and dyspepsia is the true and only disease of which most of the ailments which afflict us are results and symptoms. These cases merely serve to demonstrate the fact anew. We can but express our regret that so many must suffer so long before they learn the truth and resort to the remedy.

The Donaldson steamer Alcides is now in dock at Glasgow. The Concordia will come back here, leaving Glasgow on the 26th.

MAINE DISASTER.

Report Now Expected at Washington on Thursday.

War Preparations Being Pushed Along With Usual Rapidity.

United States Issues an Advertisement for Men for the Navy.

WASHINGTON, March 20.—President McKinley did not attend church this morning, as is his custom, but instead spent two hours and more in conference with several members of the cabinet. Assoctant Secretary Day called about 10.30 o'clock and remained until nearly one. Secretary Long and Secretary Bliss were the other members present. They remained less than an hour. Commander Glover, in company with Mr. Flint, who has been acting for the government in the negotiations for the purchase of ships, also called and was shown into the president's private office. The members of the cabinet on leaving the White House said that there was no special significance in the meeting this morning. The report of the Maine court of inquiry had not been received, nor was it definitely known when it would reach here. It was expected, however, early in the present week, and as soon as received it would be handed at once to the president, and when it had been read and considered by the president it would be made public.

LONDON, March 20.—The morning papers published a long statement by Seaman Newman, recently arrived in England, who was on board the Maine at the time of the disaster in Havana harbor. Newman solemnly declares that the explosion was external and on the port side of the ship.

LONDON, March 21.—The Daily Mail this morning in an editorial refuting "some of the American accusations of British coldness," says:

"Among many reasons for Great Britain's comparative non-interest not the least is out better knowledge of the Spaniards and their paper navy and our conviction that the Anglo-Saxon will always defeat the Latin. Indeed, the trend of British thought is toward surprise that the greatest of the republics should excite itself unduly about so poor a foe.

"The Americans should remember that while we are full of trust in their capability to deal with Spanish impertinence, we are fully occupied from far greater troubles, threatened or active, in various parts of the world. They have our full sympathy at a time when France, Germany and Russia are backing Spain as fully and almost as openly as they are opposing British efforts for the freedom of foreign trade throughout the world.

"But there is no occasion now to talk of an offensive and defensive alliance. The disproportion between our mission and America's makes one impossible. There will be time to propose this way of re-cementing the race when America is ready to face the splendid responsibilities it entails."

WASHINGTON, March 20.—A special to the Post from Newport News says:

"The Merritt wrecking tug Underwriter arrived in port at midnight last night from Havana, where she went with the derrick Chief, which is assisting in the work on the Maine. Captain Wiley will again start to Havana, probably tomorrow tonight with the barge Lone Star. Capt. Wiley believes that the Maine was destroyed through the agency of an internal explosion. In an interview aboard the Underwriter this afternoon, Capt. Wiley said: 'Without having opportunity to examine the wreck below water, I would say that the Maine was blown up by an internal explosion. It is the most confused pile of distorted metal imaginable. There is one deck above water which is turned completely over by the explosion. The deck is bottomside up, with the deck frame on top. That looks to me as if the destructive force came from within. If a mine did the work and played so much havoc with the upper deck, where must the bottom be? Can she have any? They say they have found some of the bottom intact. My opinion is that if the affair had occurred in an English harbor, say Kingston, Ja., there would not be one man in a hundred who would say external cause after looking at that wreck as it is today. I heard the Spanish divers found a piece of the forward turret. I do not believe a mine in the harbor would have broken the turret, while an internal explosion would.'"

WASHINGTON, March 21.—The procedure in connection with the submission of the report of the Maine court of inquiry by the president to congress is now clearly outlined, and a cabinet officer today explained the general line of action at present intended to be pursued upon receipt of the report, which is expected to reach Washington next Thursday. A copy of it will be laid before the Spanish government very early, and as soon as can be consistently done the report will be sent to congress and made public at the same time. The report to congress will be accompanied by a message from the president, stating that after the receiving of the report, conclusions will be laid before the Spanish government and appropriate action from that quarter asked. It is stated positively that no part of the report and no intimation of the findings has reached the executive authorities at Washington as yet. At the same time the current of official opinion is beginning to follow that of the unofficial opinion expressed so persistently at Havana and Key West that the cause of the explosion was external to the battleship. Officials here in the administration stated today that while they were wholly without exact information as to the findings of the court of inquiry, they found themselves sharing in the apparently intangible conviction that the cause of the explosion was not accidental.

The opinion expressed by the Maine survivors who reached here last Saturday doubtless has contributed largely to this view in official circles. In this connection it is understood that one of the officers who arrived on Saturday stated, not as opinion, but as his personal observation on the night of the disaster, that there were two distinct explosions. The tendency of this is to support the theory of external cause, as this is based on the idea that the first external explosion was followed by a second internal explosion.

Intense interest in the report was manifested today at the White House, and at the state, war and navy departments. The president received a number of congressional leaders, among hem being Speaker Reed and Chairman Hitt of the house committee on foreign affairs. The visit of Mr. Reed naturally attracted much attention, as he seldom leaves the congressional sphere to make calls on the executive branches, and it is inferred that the purpose of his visit was to confer upon the Cuban situation and its future before congress, though neither he nor Mr. Hitt was communicative. Secretary Long also had an extended conference with the president, but so far as it could be learned it developed nothing additional relating to the Spanish squestion.

The military and naval preparations have now become so regular as to lapse into routine on a gigantic scale. No further purchases of warships were concluded today, and the negotiations are not assuming a promising aspect, except in showing that the United States can command the market as against Spain.

The ordnance office of the war department presented a very busy scene today, when bids were opened for furnishing the department about one thousand six hundred cast iron projectiles for sea coast cannon in the fortifications. The advertisement called for one hundred and eighty-seven ten-inch solid shot, nine hundred and ten twelve-inch mortar shells weighing eight hundred pounds each, and five hundred twelve-inch mortar shells weighing one thousand pounds each. An unusually large number of firms bid for the contract, and their prices showed a wide range. The companies bidding included the following: The Johnson Engineering and Foundry Co.; Rearic Engineering Co. of Columbus, O.; the Davies and Thomas Co. of Catasaqua, Pa.; the Phoenix Foundry Mfg. Co. of Lansdane, Pa.; the Vulcan Iron Co. of Chicoga; the West Point Foundry Co.; the Wyman Machine Co. of Lebanon, Pa.; the Pulaski Foundry and Machine Co. of Pulaski, Va.; the West Side Foundry Co. of Troy, N. Y.; Wm. P. Hunt of Boston; the Petersburg, Va., Iron Works; the Rome, N. Y., Machine Works; the Builders' Iron Foundry, Providence, R. I.; the Payne Engineering Co. of Elmira, N. Y.; the Pottsville, Pa., Iron and Steel Co., and the Balk and Murdock Iron Co. of Charleston, S. C. The Petersburg Iron Co. was the lowest bidder, although the other conditions may prevent it from getting the contract.

The company offered to supply the ten-inch shot at $10.66 each, one half to be delivered in forty days and the remainder in seventy days; 12-inch shells of 800 and 1,000 pounds each at $21.20 and $23.97 respectively, 50 of each kind to be furnished in forty days and the remainder at quick intervals.

The Rome, N. Y., machine works offered to supply the 10-inch shot at $14.25 each, to begin the delivery in one week and to turn over the entire amount in four weeks.

The battleship Texas started northward from Key West today, thus settling the question as to the formation of a second squadron at or near Hampton Roads. It is expected the Massachusetts will follow in a few days, but the final orders for that move have not been given. The navy department received a preliminary report today from one of its agents who is at Havana watching the progress of the wrecking. It is understood that this refers mainly to the technical work of salvage and not to the question of cause. The judge advocate general's office, where the report was received, will not disclose the details of the report.

The short session of the senate today was quite unusual for the first working day of the week. That no one was prepared to go on with any pending measure was given as the explanation, but privately the opinion was stated by some of the senators that while the Cuban question remained in such suspense there was no desire to take up important legislation. The outlook as to Cuba was discussed among senators almost to the exclusion of other topics and their belief was quite decided that the administration was preparing to take a positive position within the next week. Several senators made the prediction that the United States would intervene. Being pressed for a reason, they stated they had reached their conclusion after more or less conference with executive officers, but at the same time saying quite emphatically that they had no positive information on this point. Other senators thought the recognition of Cuban independence more probable than intervention. Almost all expressed the view that some action surely would follow the report of the Maine court of inquiry regardless of its purport.

The enlistment branch of the navy department today issued a large poster, advertising for men for the navy. The recent putting into commission of the cruisers Columbia and Minneapolis, and the prospective demands that will be necessary as a result of the acquisition of the Amazonas and the Mayflower require the enlistment of additional men. Enlistments will be made at the navy yards at Boston, Brooklyn, League Island, Philadelphia, Washington, D. C., Norfolk, Mare Island, 55 South street, New York city; U. S. S. Michigan at Erie, Pa., Custom house at New Orleans, and the Custom house at Gloucester, Mass.

The following classes of men are wanted: Seamen, 18 to 35 years of age at $24 per month; ordinary seamen, 18 to 30 years of age, at $19 per month; chief machinists, 18 to 35 years of age, at $70 per month; machinists, first class, 18 to 35 years of age, at $55 per month; machinists, second class, 18 to 35 years of age, at $40 per month. The requirements for enlistment provide that all candidates must pass a physical examination, showing them to be free from disqualifying ailments. Seamen and ordinary seamen must pass examination in seamanship and must have had experience at sea. Machinists are required before enlistment to pass an examination showing that they are machinists by trade.

KEY WEST, March 21.—Judge Advocate Marix, of the court of inquiry, came ashore at 3 o'clock this afternoon, accompanied by an armed orderly from the Iowa, who carried a bulky package of official documents. The latter were at once turned over to Rear Admiral Sicard. It is believed the documents are the full findings of the court of inquiry. Lieut Commander Marix, when questioned on this subject, refused either to deny or confirm the impression referred to, but an officer from the Iowa said the documents were the long expected report on the Maine disaster. The papers were immediately examined by the rear admiral and Commander West. It is presumed that, if these documents are the anxiously expected report, they will be taken to Washington tomorrow by Lieut. Commander Marix.

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WINTER PORT ITEMS.

(From Saturday's Daily Sun.)

The Dunmore Head sailed yesterday for Dublin.

The mail steamer Gallia arrived yesterday afternoon, and her western cargo was shipped last night and this morning to its various destinations.

The Beaver liner Lake Superior will sail for Liverpool between 3 and 4 o'clock this afternoon. Her cargo will include 70,000 bushels of grain, 1,200 boxes of cheese, 1,000 sacks of flour, 1,000 sacks of oatmeal, 200 standards of deals and 250 cattle.

The Glen Head will sail for Belfast and Dublin today.

(From Monday's Daily Sun.)

The Donaldson steamer Keemun is rapidly filling up.

S.S. Lake Winnipeg sailed from Liverpool at 12.30 Saturday for this port with 200 passengers.

The Allan-Thomson steamer Mantinea, Capt. Mulcahey, arrived last night from London with between 500 and 600 tons of cargo. She will discharge it at the new pier.

The Donaldson steamer Keemun will sail for Glasgow Thursday. The vessel will have all her cargo in tomorrow except the live stock, but it will not be here before Thursday.