

LA CHAMPAGNE AT HALIFAX

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Halifax, N. S., Feb. 27.—"Five days and five mortal nights adrift, I shall never forget," said a young woman passenger to a reporter as he entered the saloon of the disabled French liner La Champagne as she dropped anchor at 5:15 o'clock this afternoon in the port of Halifax, where she was towed by the Warren Liner Roman. That summed up the feelings of the three hundred passengers of La Champagne, which for nearly a week had been buffeted by the waves and had battled with the head seas on the stormy Newfoundland banks.

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The Tribune correspondent boarded the Champagne just as the anchor dropped. The saloon presented an animated scene as passengers rushed hither and thither eager to learn what anxious friends in New-York had thought of the steamer's detention. All were ready to tell the story of the experiences which had befallen them in midocean. Now that they were safe in port they disclaimed any thought of fear, but some of them could ill conceal that they had passed through a trying and anxious time. Not since the Gasconne's mishap had a transatlantic liner undergone such a terrible experience as the Champagne, adrift in midocean for five days without sighting a sail of any kind.

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In an instant a panic seized upon the passengers, and great excitement reigned in the saloon and among the occupants of the steerage. The ship's progress was stayed and the whole craft shook. Captain Poirot quickly calmed the passengers, and soon after it was discovered that the tall shaft had broken. The steamer was running at high speed, and the engines flew around like lightning when the resistance of the screw was removed. Before they could be stopped considerable damage was done in the engine-room. The wild racing of the big engines made an awful noise, and the panic-stricken passengers thought the ship would be smashed to pieces. Finally the engines stopped their pounding, after the piston and connecting rods had snapped and other damage was done. Captain Poirot announced that the damage could be repaired and the ship would proceed at 1 o'clock next day.

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Most of them had retired to their staterooms when near midnight the welcome cry, "Sail ahoy!" was heard. It echoed from lookout tower to cabin and steerage, and every person on the big ship rejoiced. Two steamers were sighted ten miles away, one directly before La Champagne and the other on the port bow. La Champagne's guns boomed forth, her rockets flared up and her red fires burned.

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HILL MADE CROKER DO IT

HOW TAMMANY'S LEADER CAME TO SUP-PORT BIENNIAL SESSIONS.

THE DEMOCRATIC PLAN IS TO VOTE FOR THE CONSTITUTIONAL AMENDMENT AND SO ROB GOVERNOR BLACK OF AN ISSUE ON WHICH TO APPEAL FOR RE-ELECTION.

Albany, Feb. 27 (Special).—Richard Croker's speech at Tammany Hall last night in favor of biennial sessions of the Legislature caused a good deal of amusement to-day among Democratic politicians, because of its revelation of a sudden change of attitude by Mr. Croker owing to pressure from some quarters. That pressure, they said, came from some avid B. Hill.

Mr. Croker, previous to this speech, had been having the Tammany Hall Senators and Assemblymen oppose the Biennial Sessions Amendment. Senator Cantor and Senator Grady had denounced the amendment as an attempt in the interest of corporations to rob the people of their right to have a yearly meeting of their representatives at Albany. The Democratic Senators had also voted against the amendment. During the discussion of the amendment in the Assembly the Tammany Hall members had made objection to it and had seemed resolved to vote against it.

At this point Mr. Hill is said to have put pressure upon Croker to compel him to abate his hostility to the amendment. Mr. Hill has been visited of late by a large number of prominent Democrats from various parts of the State, and after talking with him they have left Albany declaring that "the programme" was to have the State contest this fall fought out on State issues, with an avoidance of National questions, especially the silver question.

ASSEMBLYMEN OUT FOR THE AMENDMENT. If the Biennial Sessions Amendment should be passed without the Democrats arrayed against it, Mr. Hill saw, the party might have a State issue in its path which it would not care to face. The rural Democrats who are especially close to Mr. Hill a few days ago began saying that unless coerced by a caucus they would vote in favor of the amendment. Such declarations were very forcibly made by Assemblyman Palmer, of Schoharie County, and Assemblyman Van Hoesen, of Cortland County, who undoubtedly also spoke for Assemblymen Vroman and Tompkins, of Niagara County; Haight, of Monroe County; Brown, of Rockland; Schulz, of Orange, and other rural Democrats.

Mr. Croker thus had the prospect before him of seeing the rural Democrats break away from his alleged leadership, and pass the Biennial Sessions Amendment in spite of Tammany Hall opposition. Elliot Danforth, chairman of the Democratic State Committee, came here on Thursday, looked over the situation in the Legislature and went back to New-York. He is understood to have carried back to Mr. Croker from Mr. Hill a statement that the amendment must be killed as a campaign issue by having the Democrats in the Legislature join the Republicans in support of it. This would involve the repudiation of Senator Cantor and Senator Grady as well as of Mr. Donnelly, the Democratic leader in the Assembly, but the flip should be made. Governor Black was striving to make the amendment an issue on which he could be re-elected. He could be deprived of it by the Democrats supporting the amendment as enthusiastically as the Republicans.

RELMONT THE GO-BETWEEN.

Ex-Congressman Perry Belmont, it is said, also had a part in Mr. Croker's change of position on the amendment. Mr. Hill, while in New-York a few days ago, had a long talk with Mr. Belmont on the Biennial Sessions Amendment, and urged that as a matter of party policy the Democrats in the Legislature and elsewhere should favor it. Mr. Belmont is seeking the Democratic nomination for Governor, and, therefore, would appreciate the power of Mr. Hill's argument to have such a good campaign cry as biennial sessions all to himself. Mr. Belmont is a little later than some of the Democratic politicians here believe it was his influence that brought Croker around to favoring the amendment.

WHERE TAMMANY COMES IN.

Croker is probably reconciled even to a change of front on the amendment under humiliating circumstances, by the thought that two years ago the Legislature meeting only once in two years Tammany Hall mayors and chiefs of departments in New-York City will have a freer hand in the disposal of its loose cash. He kindly said in his speech, "Everybody seems to rejoice when the Legislature adjourns, because there is always something being done there that is detrimental to the interests of the people of this great municipality. It matters not how great an injustice is done to us by the passage of a bill while its provisions are beneficial to some rural section of the State. The interests of the second greatest city in the world are not properly nor fairly considered."

It is an old cry of Tammany Hall that the interference of "business" prevents it from giving the beneficent and economical government to New-York which the city would otherwise enjoy. But in the year 1902, if the amendment is adopted, Tammany Hall once more elected its Mayor, it can govern New-York as it pleases. There will then be no Legislature in session to act as a "warning-specter" against corrupt or extravagant administration.

A BANK PRESIDENT ROUGHLY TREATED.

TAKEN FROM BED, BEATEN AND FORCED TO OPEN THE BANK SAFE.

Omaha, Feb. 27.—A report has just been received from Bayard, a town in the interior of the State, remote from telegraph service, that two masked men took A. O. Taylor, president of the Bank of Bayard, from his bed, and compelled him to open the safe in the bank. Only a small sum was secured. Taylor was severely beaten about the head. A posse is in pursuit of the robbers.

A BRITISH STEAMER STRANDED.

Maryport, Feb. 27.—The British steamer Bramble, Captain Postlewaite, from Forman, February 14, at this port, is ashore near Plymby. Her rubber and propeller are gone, and she has apparently been abandoned. The high tides have driven her higher on the beach.

FINE CHAMPAGNE VINTAGE.

A vintage of exceptional quality and natural dryness, now being shipped to the U. S. is G. H. Mumm's Extra Dry. Its importation in 1897 was 7,779 cases, or 6,500 more than any other brand.

BETWEEN FIRE AND SEA.

BURNING OF THE BRITISH STEAMER LEGISLATOR IN MID-OCEAN.

SIX MEN LOST—THE SURVIVORS RESCUED AND BROUGHT TO BOSTON BY THE STEAMER FLOWERGATE—AN AWFUL EXPERIENCE.

Boston, Feb. 27.—The British steamer Legislator, Captain Tennent, bound from Liverpool for Colon, was burned at sea on February 16 in latitude 31.23 north, and longitude 44.10 west. The fire broke out on February 13, and burned fiercely for three days, during which time a fireman, Thomas Roberts, was burned to death; James Bateman, the second officer, and William Angell, a seaman, were drowned by the capsizing of a boat; the third officer, Martin, and John Gaffney, the chief steward, went adrift in another boat, and Frederick E. Lee, the chief cook, being crazed with fearful burns, jumped overboard.

The rest of the crew of thirty men, with two passengers, Dr. William E. Mortimer and his wife, of London, were rescued by the fruit steamer Flowergate, and brought to this port, arriving here this morning. Four of the crew, John Troughear, chief engineer; John Holden, second engineer; Robert Mill, fourth engineer, and Charles Ibbotson, a seaman, were so severely injured that they were taken to the Marine Hospital upon arriving at this port. Holden is not expected to live.

The suffering of those who survived the fear-

THE TERROR IN PORT.

SENT TO NEW-YORK FROM NORFOLK BY THE NAVY DEPARTMENT.

The United States monitor Terror passed Sandy Hook, bound in, just before midnight last night. She has come to this port from Norfolk under orders from the Navy Department.

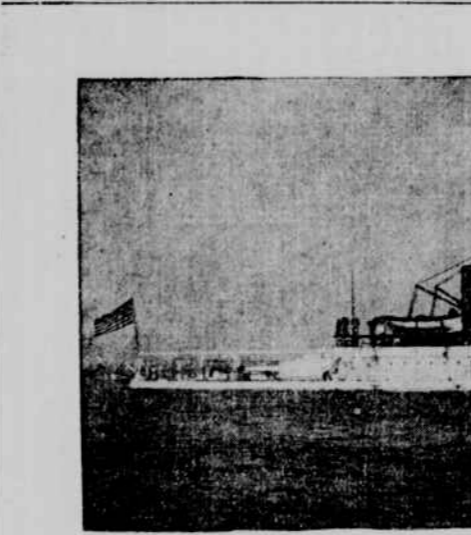
The Terror is an iron, low freeboard, coast-defense monitor, with two steel turrets. She was built by William Cramp & Sons. Her dimensions are: Length on load water-line, 250 feet 6 inches; breadth, 50 feet 10 inches; mean draft, 14 feet 6 inches; displacement, 3,600 tons, and maximum indicated horse-power, 1,600. Her engines are of the twin-screw inclined compound type, and her speed record is twelve knots an hour, although she cannot make that now. Her armament consists of a main battery of four 10-inch breech-loading rifled guns, and a secondary battery of two each six and three pound rapid-fire guns, two Gatlings and two Hotchkiss revolving guns. Her side armor is seven inches thick, and on her turrets it is eleven and a half inches.

She has been a familiar vessel in New-York waters, having been at the Brooklyn Navy Yard for several years.

THE FEELING IN SPAIN.

SAGASTA WOULD REJECT ARBITRATION—A CHURCHMAN ATTACKS THE UNITED STATES.

Madrid, Feb. 27.—Señor Sagasta, commenting upon an alleged interview with Prince Bismarck,



THE MONITOR TERROR. Which arrived from Norfolk late last night.

ful three days, in which they were tossed about by the waves while explosion after explosion threatened at any moment to send the fire-eaten steamer to the bottom, makes a tale seldom equalled in the annals of the merchant marine. The Legislator left Liverpool on February 3, with a miscellaneous cargo, including phosphate, cotton goods and percussion caps, for Colon and Central American ports. Nothing out of the ordinary occurred until 4 o'clock in the morning of the 13th, when without warning an explosion took place from a hatchway forward of amidships, followed by a tremendous outburst of smoke and flame.

All the firemen and engineers but one came tumbling on deck, some of them more or less burned. The missing man proved to be Thomas Roberts, and it was not until two days afterward that his charred body was recovered during a lull in the fire. The crew were badly handicapped in fighting the fire, as the hose and pumping engine were disabled or consumed.

Soon after the fire started it spread so rapidly that the forward part of the boat, on which were seven men, was cut off. Captain Tennent asked for volunteers to rescue the balance of the crew. Second Officer Bateman and the seaman, Angell, at once offered to row along the side of the ship and bring the men aft. One of the boats was launched with difficulty, as there was a heavy sea running, and by careful work the men managed to reach the almost doomed men. All were finally taken on board and the boat dropped astern, but before the nine men could be pulled on the afterdeck a tremendous sea capsized the small boat and every man was hurled into the water. After their heroic work Bateman and Angell were the only ones who were not rescued.

In the mean time, through some confusion, another boat had been launched, and in it was the third officer, Martin, and the chief steward, John Gaffney. Another big sea swept them away, and they have not been seen since. The fighting of the flames still continued, and as the fire reached the boxes of percussion-caps there were almost constant explosions. In one of these Fred E. Lee, the chief cook, was so severely burned that he jumped overboard and could not be saved.

At 8 o'clock on the morning of the 16th the steamer Flowergate, bound to this port from Palermo, Italy, hove in sight. Two boats were immediately lowered from the Flowergate and, after three hours, all of those on board the burning vessel were safely transferred. Captain Tennent being the last to leave. Some of the crew saved a part of their clothing, but a majority of those on board lost everything. The rescue was none too soon, for as the Flowergate started her engines, the fire was seen bursting from the after decks of the Legislator and the steamer was probably entirely consumed. The men who had suffered severe burns while fighting the flames were tenderly cared for on the Flowergate, although every one was forced to live on half-rations while on the trip to this port. The injured men are now at the Marine Hospital, Chelsea, and it is thought that all will recover but Holden, the engineer.

REJOICING WITH KING GEORGE.

THE MONARCH'S ESCAPE FROM ASSASSINATION STIRS UP GREECE.

Athens, Feb. 27.—There is a great patriotic outburst throughout the country over the escape of King George from assassination yesterday, with thanksgiving services everywhere and demonstrations of every kind. Praise for the King's coolness and bravery in protecting his daughter, the Princess Maria, is on every lip.

TROOPS SAIL FOR DREA.

Seattle, Wash., Feb. 26.—Companies B and H, 14th Infantry, U. S. A., under command of Colonel T. M. Anderson, sailed this afternoon on the steamer Australia for Drea, Alaska, where they will be stationed to preserve order.

NOTHING EQUAL TO IT.

There is absolutely nothing to equal the luxury and solid comfort of a ride between New-York and Chicago on the new Central-Lake Shore Road "Ed" of the New-York Central-Lake Shore Road. The greatest travelers admit its perfection.

MAINE COURT AT KEY WEST.

IT MAY RETURN TO HAVANA ON WEDNESDAY.

NOTHING DIVULGED ABOUT THE RESULTS OF THE INQUIRY SO FAR—CONFERENCES WITH ADMIRAL SICARD—SENSATIONAL STORIES RELATED.

Key West, Fla., Feb. 27.—The long-expected Court of Inquiry has come at last. It will begin work at 10 o'clock to-morrow morning, and will probably return to Havana on Wednesday, at the latest. The sessions of the court will be held in the United States District Court room, in the Federal Building.

The only important witness examined will be Lieutenant Blandin, the officer of the deck when the Maine explosion occurred. The testimony of the other survivors will take only a short time, and celebrity is the order of the day with the officers of the Court.

HAVE REACHED NO CONCLUSION.

It can be said that the Court itself has arrived at no definite conclusion as to the cause of the disaster, much less given out any information which would tend positively to decide the enthralling question of the day.

It was about 7 o'clock this morning when the lighthouse tender Mangrove, bound from Havana, ploughed her way through the sparkling blue waters of Key West and stopped close to the glistening sides of the warship New-York. Captain Sampson, Captain Chadwick and Lieutenant-Commander Potter were at once taken on board the flagship, Captain West, chief of staff, who returned from Havana yesterday, greeted them. After a short conference Captain Sampson was taken on board his own ship, the Iowa, which was lying close by. Captain Chadwick and Lieutenant-Commander Potter stayed on the New-York, which is in their command.

Meanwhile, Lieutenant-Commander Marx, the Judge-Advocate, came ashore in the Mangrove. His arrival at the hotel brought joy to the hearts of the Maine's officers, who have been longing eagerly for the Court's coming. The Maine's officers expect, after the investigation is concluded, to get three months' leave, to which most of them would be entitled, in any event, six months from now. They are unfit for duty, because they have no uniforms.

Later in the morning, Captain Sampson, Captain Chadwick and Lieutenant-Commander Potter came ashore, and arranged preliminary details for the sessions of the Court. They seemed delighted to set foot once more upon American soil.

HAVE LITTLE TO SAY.

To a representative of the Associated Press Captain Sampson said:

"We have finished up our work in Cuba to a certain extent. There is, as you know, nothing I can say regarding our opinions on the Maine disaster. All reports purporting to express our opinions are false."

Lieutenant-Commander Marx was a trifle more explicit.

"We had a pleasant trip from Havana," he said. "We left there last night. I am glad to meet so many friends here. We are going to start in to-morrow morning, as we can't afford to lose any time, you know. We expect to be here less than a week. Yes, we may go back to Havana. The wrecking divers are pegging away there, but they seem slow and little has been accomplished yet. We brought back Redding, the Maine's diver, who was in the explosion. He has a bad cold. He is a splendid diver, that same man Redding."

Asked with reference to the reports that the Maine's fate was known positively to have resulted from a mine explosion, Lieutenant-Commander Marx laughed and said:

"These stories amuse us. Of course, I can't tell you what we have found out so far, but these stories (pointing to a local 'Extra' with sensational headlines), why, they amuse us immensely."

Martin Redding, the diver referred to by Lieutenant-Commander Marx, is a native of Key West and returned here after the explosion. He was taken back to work on the wreck. His arrival here to-day caused much comment, and it was said that he had talked too much at Havana and had been removed in consequence. He held forth at considerable length to-day before street-corner audiences, but his condition was such that little credence could be given his numerous statements.

CONFERRING WITH ADMIRAL SICARD.

Rear-Admiral Sicard has had frequent conferences with Captain Sampson and other members of the Court of Inquiry at the hotel. He remarked this evening: "I think they ought to get away by Wednesday. As yet there is nothing that can be said about their work."

In reply to a question as to the rumored removal of the warships to Cuba, Admiral Sicard said: "The fleet is not moving and I know nothing about its going to Cuba. Still, you know, it has steam up and could go anywhere if ordered."

HE WAS ASKED IF ANYTHING HAD HAPPENED TO JUSTIFY THE STATEMENT THAT THE SITUATION WAS MORE SERIOUS TO-DAY THAN IT HAD BEEN, AND HE REPLIED: "Oh, they know at Washington about that. Just how strained our relations are with Spain I am unable to say."

The excitement yesterday over the arrival of the Cuban filibusters completely eclipsed all the doings and sayings of the Court of Inquiry officers. Their quick departure prevented much being learned as to the expedition, but the Cubans here are elated. An expedition has been in preparation to get away from Key West for some time, but it will probably await another delay, as the plans leaked out through two Spanish spies.

The Detroit, the Nashville, the Montgomery and the Marblehead are at the dock coaling, and the New-York and the Iowa are about six miles out. The battle-ship Texas arrived at the Tortugas yesterday afternoon and will probably remain there. The Detroit will leave on Monday with provisions for the fleet. The torpedo-boat Ericsson, now here, will join the fleet to-morrow. The Montgomery, the Marblehead and the Nashville, after coaling, will wait here for orders. The Survey steamer Bache sailed this afternoon for Havana to bring the remainder of the wounded to the Dry Tortugas.

TH FOUR-MASTED SCHOONER ISALAH HART HAS ARRIVED WITH COAL FOR THE WARSHIPS.

STORIES EASILY PROVED FALSE.

RELIEF IN HAVANA THAT NO KNOWLEDGE HAS YET BEEN GAINED OF THE HULL OR MAGAZINES OF THE MAINE.

Havana, via Key West, Fla., Feb. 27.—Many Americans and some Spaniards here insist that the investigation into the Maine disaster has thus far been superficial and barren of vital results. They say that, though nearly two weeks have passed, no knowledge has been gained as to the condition of the forward part of the hull or as to whether the six or ten inch ammunition magazines forward to the starboard exploded. They insist, moreover, that expert divers, with enough experience to make drawings of the condition of things submarine, might have been at work a week ago, and might have settled the question as to the magazines at least one day.

Those who hold these views demand that the hull forward should be raised without further loss of time and before it has sunk too deep in soft mud. They are some, who go

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