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NEW-YORK, MONDAY, FEBRUARY 28, 1898. -TWELVE PAGES.

TOWED TO PORT BY THE ROMAN.

THE FRENCH LINER ADRIFT FIVE DAYS

MANY OF THE PASSENGERS HAD ABOUT ABAN-

BEFORE HELP CAME.

START FOR NEW-YORK BY SPECIAL TRAIN THIS MORNING STORIES OF THEIR PERILOUS EXPERIENCE.

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.

The Champagne was adrift on the banks from Friday, February 18, until Wednesday, the 23d, when she was picked up by the Roman. The passengers had almost given up hope of reaching land in safety.

Shortly after noon to-day the signal service reported the approach of two steamers from the eastward, and a few minutes later it was discovered that the Warren Liner Roman was approaching the harbor with the overdue French liner in tow. Tugs were immediately dispatched to meet the steamers, and the whole harbor force of towboats proceeded to Chebucto Head but their services were not needed. The two steamers moved slowly up the harbor past the forts and dropped anchor in port at 5:15 p. m. The decks of the big French liner were crowded with excited passengers, who did not seek to conceal their delight as they found themselves within the kindly shelter of the harbor.

JOYFUL HUBBUB IN THE CABIN.

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 disdained any thought of fear, but some of them could ill conceal that they had passed through a trying and anxious time. Not since the Gascogne's mishap had a transatlantic liner undergone such a terrible experience as the Campagne, adrift in midocean for five days without sighting a sail of any kind.

The Champagne sailed from Havre on February 12, with fine, clear weather, which continued for two days. Then the wind freshened and a gale sprung up, blowing with moderate force. All went well until the 17th. The passengers had settled down and were passing the time pleasantly. The ship was steaming fast against the head seas, when suddenly, about 4 e'cleck, a tremendous crashing sound was heard

PANIC WHEN THE SHAFT BROKE.

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 Poiret quickly calmed the passengers, and soon after it was discovered that the tail 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.

She was put about, but, after further examination, it was found that the damage was irreparable. Nothing remained to be done but anchor. She was then in latitude 45:28, longienchor. She was then in latitude to a sure stude 51:23, just in the track of outward-bound

FOG SHUT THEM IN.

being sighted by some passing steamer, but a thick fog sprung up, blighting their hopes. The ship was shrouded in fog, and nothing could be seen on either side. The steamer kept up a continual fire of guns and discharge of rockets, but no answer came to their signals, and on Friday, the captain dispatched a boat containing eight seamen, a coxswain's mate and the third officer, either to make land or sight a

That night a flerce gale sprang up and heavy seas dashed against the big steamer on the banks. The anchor chains strained and swung and the ship was tossed about like a feather After midnight the gale increased in fury and about 4 o'clock on Saturday morning the anchor hawser parted with a snap and the ship drifted southward. The situation was critical in the extreme. The passengers were terrified at the thought of their helpless condition adrift on a disabled steamer in midocean. The current drove them southward at the rate of fifty miles daily, veering again to the southwest,

All the while the steamer kept showing her signals of distress, but no answering signal came. La Champagne drifted in this helpless condition from Saturday morning, February 19, until Wednesday morning, the 23d. Fear seized upon the passengers, and many almost abandoned hope.

HELP COMES AT LAST. Most of them had retired to their staterooms when near midnight the welcome cry, "Sail shoy!" 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. The steamer in front gave answering signals and bore down rapidly upon La Champagne. She proved to be the Warren Liner Roman, Captain Roberts, from Liverpool for Boston. The Roman stood by La Champagne, and at 1 o'clock Captain Poirot went aboard and made arrangements with Captain Roberts to tow him

to Halifax. The Roman passed a steel cable to La Champagne at noon on Thursday, and the two steamers started for this port. The towing hawser parted three times, but little delay was experienced and a start was made at 1 o'clock.

La Champagne was picked up in latitude 45.28, longitude 51.23, and from that point onward no trouble was experienced. Fine weather was experienced until to-day, when a snow flurry came up and the steamers had to proceed slowly.

PURSE FOR THE LIFEBOAT'S CREW. men who so bravely manned the lifeboat, and went off in search of help, and 5,000 francs was quickly raised. When La Champagne was entering Halifay Harbor, Captain Poirot received

LA CHAMPAGNE AT HALIFAX an address, signed by all the passengers, to HILL MADE CROKER DO IT which he made a suitable and modest reply. So thankful were some of the passengers to feel that they were safe in port that several of them were anxious to have one of the clergymen on board hold a service of thanksgiving.

The accident to La Champagne is a most serious one, and she will have to go into drydock. When the tail shaft snapped the engines began to race at a fearful rate and that it was which caused the connecting-rod to break.

The work of towing the big vessel to Hallfax was not an easy task for the Roman, notwithstanding that she is a big ship. Three times the towing cables were parted by the heavy pitching of the vessels, and each time it took considerable trouble to pass new ones between them. Finally two large steel lines and a massive manila one was connected, and with them the helpless ship was brought safely into port

THANKS TO THE RESCUER.

The Roman, which has a large cargo on board, but no passengers, is bound to Boston from Liverpool. Soon after anchoring his prize Captain Roberts paid a visit to Captain Poirot on board the French steamer. As soon as his preson board became known in the saloon he was quickly surrounded and had thanks and congratulations showered on him from all sides. He made a little speech before returning to his own ship, saying that he had only done his duty. "But, remember, ladies and gentlemen," said he, "It was my steel rope that got you here." He then bade them adieu, saying he wished to proceed on his way to Boston as quickly as possible CAPTAIN POIROT'S STORY.

Captain Poirot was a busy man for two hours after his arrival in port, consulting with his agents, S. Cunard & Co., and transacting necessary business, but he found time to make the following brief statement to The Tribune's cor-

"In a severe gale on the Banks our tall shaft was broken, and we were unable to do anything to repair the ship with the heavy seas rolling. We drifted around the Banks from Friday night till Wednesday night, when we were picked up by the Warren steamer Roman in latitude 45:28, iongitude 51:23

"I sent a lifeboat out on the track of passen rer steamers, and I am sincerely glad to hear you say that the crew were picked up and landed safely in New-York. We have not yet decided what shall be done with the Champagne. I had no fears for the ultimate safety of the ship, but this voyage will always be memorable to me as well as to my passengers."

The machinery of La Champagne has undoubtedly suffered severe injury, but so far as could be seen to-night she suffered no other mis-Her machinery and shaft cannot be repaired without placing her in drydock. It may be that she will not be docked here, but taken to New-York. That will be settled to-morrow. SPECIAL TRAIN FOR THE PASSENGERS.

Captain Poirot made arrangements with his agents here to forward the passengers to-morrow morning. They will be taken off the steamer in tenders and sent by special train at 8 o'clock to New-York. The Canadian Customs officials have agreed to facilitate the transportation, and their baggage will be passed through expeditiously. Some of the passengers will not start until to-morrow afternoon. The Chamragne's mails, 234 bags, will also be forwarded by special train to-morrow.

Captain Roberts of the Roman is the hero of the saloon passengers. He was cheered as he left the Champagne to-night."

The passengers were deeply affected when the ifeboat left the steamer on the Banks. Its departure was signallized by cheers from the passengers, who crowded the decks to wish them Godspeed. Many of the women spoke affectingly of the bravery of the third officer and his crew of gallant seamen, who had risked their lives to save them.

STATEMENTS OF PASSENGERS.

M. Berchem, a saloon passenger, said: "Out experience was somewhat exciting, but still we Our ship, too, was stanch, and an excellent sea boat. Even when we were torn from our anchors on the Banks of Newfoundland, and were drifting at the mercy of the wind and seas, we felt little fear, although a few timid ones were observed offering up prayers.

"The scene in the engine-room when the accident occurred was a most exciting one, I was informed, although I was not near at the time. When the connecting-rod broke it did great damage to the machinery, and the engineers and others at work there had narrow escapes from injury."

M. Chenard, another passenger, asked if he was glad at being safe in port, said: "Glad! I am more than glad. When it was known about the ship on Wednesday night last that help was coming to us at last in the shape of another large steamer some of the women wept for joy while others hurrahed. Others were to be seen embracing and others shaking hands. The scene from the deck of our ship was a grand and weird one. Just when the Roman was sighted rockets of various colors were soaring skyward from our bridge illuminating the heavens, while at intervals along the rails red fire was burning."

EAGER TO HEAR ABOUT ZOLA

Those on board were all eager for news from the outside world. Some were pleased to hear of Zola's sentence, while others considered it most ur just. The saloon passengers sent scores of telegrams and cables to friends abroad, and dispatched big batches of letters on their arrival. They eagerly read the references to the Champagne which appeared in New-York papers, and were greatly shocked when told of the disaster to the battle-ship Maine in Havana Harbor. All spoke in the highest terms of the cool head and splendid judgment displayed by Captain Poirot and the officers of the ship. Many of them with teartil ever related the avarances them with tearful eyes related the experiences of the fateful voyage.

What I most feared," said one man to The "What I most feared," said one man to The Tribune correspondent, "was that we would suffer from want of food. The Champagne was well provisioned, but her supplies were running low in many articles. That was the awful fate we most feared. Had it not been for our ship's cargo we should have fared but scantily."

This was the complaint of one passenger, but no general complaint in regard to the fare was heard among the passengers.

heard among the passengers, though one emo-tional Frenchman exclaimed, "I almost had to

at my shoes."

M. Hutin, director of the Panama Canal, who was on board said: "We were not afraid. Our ship was a good one, and our captain and officers of the best. We feel extremely grateful at being safe in harbor after the many vicissitudes

through which we have passed."

The Roman wasted no time in port. Captain
Roberts came ashore shortly after his ship
anchored, consulted with his agents, and shortly after 11 o'clock was again on his way to Bosto

PASSENGERS COMING HERE BY RAIL BELIEF THAT THEY WILL ARRIVE TO-MORROW MORNING-LA CHAMPAGNE TO BE DRY-DOCKED AT HALIFAX.

At a late hour last night M. Bocande said that he had heard nothing further from Halifax in relation to La Champagne. He left the French Line's pier in the evening and went to the Brevoort House, who re he lives. He did not retire until midnight, as he wanted to be up to receive any news that might be sent from Halifax.

Superintendent Japhet remained at the company's pler until after il o'clock. He said that he thought the passengers of La Champagne had left Hallfax in the evening by rail, but he was not sure, as he had not received any definite news. The passengers, he thought, would probably come over the Maine Central Railroad or its connections from

Continued on third name.

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 quarter. That pressure, they said, came from David 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

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 is sues, with an avoidance of National questions, especially the silver question.

ASSEMBLYMEN OUT FOR THE AMENDMENT.

passed with 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 un doubtedly 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 or Thursday, looked over the situation in the Leg islature 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

This would involve the repudiation Senator Cantor and Senator Grady as well as of Mr. Donnelly, the Democratic leader in the Assembly, but the flop 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.

BELMONT 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. Democratic nomination for Governor, and, there fore, would appreciate the power of Mr. Hill's argument that Governor Black should not be permitted to have such a good campaign cry as biennial sessions all to himself. Mr. Belmont is known to have been in Mr. Croker's company a little later that same day, and Democratic politicians here believe it was his influence that brought Croker around to favoring the amend-

Mr. Hill, in his arguments with Democratic politicians in favor of biennial sessions, has said that the apportionment of the Senate and Assembly districts was such that the Republican party, four times out of five, would probably win the Legislature, and, therefore, it was to the interest of the Democratic party to have the Legislature meet as seldom as possible, and devote the energies of the Democratic party to John Gaffney. Another big sea swept them winning the Governorship, the State offices and the Mayoralties of the cities.

the Mayoralties of the cities.

The Republican Assemblymen and the rural Democrats can give the Blennial Sessions Amendment a large majority. If the Tammany Hall Assemblymen turn a back somersault on the measure, in accordance with Croker's own change of policy, the amendment will have a practically unanimous vote in its favor, for only four Assemblymen, the three Albany County Republicans and Assemblyman Kavanaugh, Republican, of Saratoga County, will be against it. WHERE TAMMANY COMES IN.

of front on the amendment under humiliating circumstances, by the thought that with a 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 frankly 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 to some rural section of the State. The in-terests of the second greatest city in the world are not properly nor fairly considered." It is an old cry of Tammany Hall that the in-terference of "hayseeds" prevents it from giv-

terference of "hayseeds" prevents it from giv-ing that beneficent and economical government to New-York which the city would otherwise en-joy. But in the year 1902, if the amendment is adopted and Tammany Hall once more elects its Mayor, it can govern New-York as it pleases. There will then be no Legislature in session to act as a "warning spectre" against corrupt or extravagant administration.

or extravagant administration.

It is expected that the amendment will be passed by the Assembly this week.

A BANK PRESIDENT ROUGHLY TREATED.

TAKEN FROM BED, BEATEN AND FORCED TO

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 bed last night 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.

Captain Postlewaite, from Porman, February 16, for this port, is ashore near Flimby. Her rubber and propellor are gone, and she has apparently been abandoned. The high tides have driven her higher

FINE CHAMPAGNE VINTAGE A vintage of remarkable quality and natural dry-ness now being shipped to the U.S. is G. H. Mumm's Extra Dry. Its importation in 1897 was 72.775 cases, or 62.28 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 flercely 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 Miln, fourth engineer and Charles Ibbitson, 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 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, coastdefence monitor, with two steel turrets. She was built by William Cramp & Sons. Her dimentions are: Length on load water-line, 250 feet 6 inches; breadth, 50 feet 10 inches; mean draft, 14 feet 6 inches; displacement, 3,990 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.-Seflor Sagasta, commenting The suffering of those who survived the fear- upon an alleged interview with Prince Bismarck,

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

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 hoat, on which were seven men, was cut off. Captain Tenant 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 book dropped astern, but before the nine men could be pulled on the afterdeck a tremendous sea capsized the small boat and every man was thrown into the water. After their heroic work Bateman and Angell were the only ones who

In the mean time, through some confusion, another boat had been launched, and in it was the third officer, Martin, and the chief steward, away, and they have not been seen since. 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

At S 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 Tennant 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 not many hours after. 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.

The Legislator was a steamer of 1,899 ton register, 2,997 gross tons. Her dimensions were Length, 330 feet; breadth of beam, 40 feet 1 inch; depth, 20 feet 2 inches. She was built at Middlesborough, England, in 1888, and was owned by the Charante Steamship Company, of

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.

All the members of the royal family, the Ministers and the entire Diplomatic Corps attended the Te Deum at the Cathedral to-day, after which an immense crowd went to the Palace and gave King George an ovation

His Majesty has received telegrams of con gratulation from all the sovereigns of Europe. The press, even the newspapers opposed to the royal family, is unanimous in its expressions of indignation.

There is no trace of the miscreants, though several arrests have been made with the object of obtaining information. The incapacity of the police is making a bad impression.

ful three days, in which they were tossed about | in which the latter is represented as suggesting that the Cuban trouble should be submitted to the Powers for arbitration, expressed his astonishment that such an idea could emanate from Prince Bismarck, and declared emphatically

> "Nobody," said the Spanish Premier, "would dare propose such an absurdity, and no Spanish Government would listen to or dream of such a proposal."

that "nothing but ignorance of the question

could inspire the notion that Spain would suffer

foreign intrusion or submit to arbitration her

The "Imparcial," in an editorial to-day, blames Spanish weakness in the Allianca, the Venadito. the Competitor and other affairs as encouraging the United States in "their present bellicose attitude." It counsels the Government to "awake to the reality of a situation which the good sense of the Spanish people understands and is ready to meet.'

the prolongation of the Cuban war. He says: sensational headlines), why, they amuse us imfosters the rebellion and wastes Spain's resources in order the better to attack her when weakened."

He exhorts all true Spaniards to "unite in defending the rights and honor of the nation." The letter has caused widespread comment. The "Correspondencia Militar," organ of the

army, says: "The prevailing impression is that held forth at considerable length to-day before war between Spain and the United States will break out in April." A former Captain-General of Cuba (presum-

ably Marshal Martinez Campos), interviewed by a representative of "Correspondencia Militar," is reported as saying: "I never entertained a doubt that if the re-

bellion were not suppressed before 1898 war remarked this evening: "I think they ought to with the United States would become an accomplished fact. Unhappily my prophecy will be fulfilled. But I have the consolation of having done all in my power to avert it, and therefore I do not regret the blame which has been said: "The fleet is not moving and I know nothheaped upon me. All that is now possible is ling about its going to Cuba. Still, you know, it that we should all unite to meet the danger has steam up and could go anywhere if orthat threatens the country."

BLOWN FROM HER ANCHORAGE.

SEVERE WINDSTORM AT JUNEAU DRIVES

Seattle, Wash., Feb. 27 .- The steamer City of Topeka arrived here last night from Juneau. Herofficers report that by a terrific windstorm at Juneau last Sunday, the steamer Oregon was blown ashore on the Juneau flats. She was lying in Juneau Harbor at anchor when the gale struck her, and after straining at her anchors for some time she began of ax. and then at tremendous speed she was hurled on the flats. Several soldiers were hurled bodily against the side of the vessel and some were killed.

killed.

All day she lay in that position, the passengers suffering terribly, as during the gale a dense fog and snowstorm prevailed. The thermometer registered 8 degrees below zero, and the fierce wind was piercing cold. When the gale abated, at high tide, the vessel was floated. Fortunately the flats are soft and the Oregon suffered no injury.

NO SURVIVORS OF THE CLARA NEVADA. Victoria, B. C., Feb. 27.-The steamer City of Juneau the steamer Rustler returned from a sec-Juneau the steamer Rustier returned from a sec-ond unsuccessful search for any possible survivors of the Clara Nevada catastrophe. The Rustler ran alongside of the charred wreck of the Nevada, but beyond finding a photograph of one of the vic-tims found no trace of them. As the snowfall has been very heavy, if any bodies have washed ashore they must have been buried in the snow.

Mme. Guiblet Andrée, twenty-four years old widow of Jean Andrée, and a trained nurse, who has been hired by the managers of the hospital at Juneau, Alaska, is stranded at the immigration station, at the Barge Office, because she has neither a ticket nor money enough to get to her destination. She said yesterday when she arrived on La Bretagne that her cousin, who lives in this city, had a ticket and money for her, but as the cousin did not call she was detained, despite her emphatic

FRENCH NURSE FOR THE KLONDIKE.

LUMBER SCHOONER LONG OVERDUE. Astoria, Ore., Feb. 27.-The lumber schooner Del Norte, from San Francisco for Nehalem, is now thirty-seven days out, and fears are entertained that she may have foundered during the snowstorm.

TROOPS SAIL FOR DYEA

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

There is absolutely nothing to equal the luxury and solid comfort of a ride between New-York and Chicago on the new "LAKE SHORE LIMIT-ED," of the New-York Central-Lake Shore Route.

MAINE COURT AT KEY WEST.

PRICE THREE CENTS

IT MAY RETURN TO HAVANA ON WEDNESDAY.

NOTHING DIVULGED ABOUT THE RESULTS OF THE

INQUIRY SO FAR-CONFERENCES WITH ADMIRAL SICARD-SENSATIONAL

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 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 celerity 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 son was taken on board his own ship, the lowe which was lying close by. Captain Chadwick and Lieutenant-Commander Potter staved on the New-York, which is in their command Meanwhile, Lieutenant-Commander Marix, 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 detalls for the sessions of the Court. They seemed delighted to set foot once more upon American

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." Lleutenant-Commander Marix 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-Com-

"These stories amuse us. Of course, I can't The Cardinal Archbishop of Valladolld has tell you what we have found out so far, but published a pastoral letter blaming America for these stories (pointing to a local 'Extra' with

> tenant-Commander Marix, 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 street-corner audiences, but his condition was such that little credence could be given his nu-

merous statements. CONFERRING WITH ADMIRAL SICARD.

Rear-Admiral Sicard has had frequent conferences with Captain Sampson and other mem bers of the Court of Inquiry at the hotel. He 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

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 abo 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 so time, but it will probably suffer another delay, as the plans leaked out through two Spanish

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 flect. 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 Isaiah Hart has arrived with coal for the warships.

STORIES EASILY PROVED FALSE. BELIEF IN HAVANA THAT NO KNOWLEDGE HAS YET REEN 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 ammunit magazines forward to the starboard exploded. They insist, moreover, that expert divers, with enough experience to make drawings of the coffdition of things submarine, might have been at work a week ago, and might have settled the question as to the magazines at least ere

hull forward should be raised without further loss of time and before it has sunk too deep in Adva | forty feet of soft much There are some who so