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THE WRECKING OF THE BATTLESHIP MAINE.

There Are No New Developments.

Board of Inquiry Begins Its Investigation.

Nothing Will Be Made Public Until It Is Completed.

Work of Divers Confined to Recovery of Dead and Valuables.

The State Department Decides to Ignore Interview Attributed to Sobral, He No Longer Being an Attache of the Spanish Legation.

WASHINGTON, Feb. 21.—To-day's developments in the Maine disaster were of a negative character, greatly to the disappointment of a considerable number of persons, who were looking for some startling discovery by the divers working in the sunken hull.

The State Department, after learning that Lieutenant-Commander Sobral was no longer recognized as an attache of the Spanish Legation, decided to ignore the interview attributed to him, which it was at first disposed to resent. It is now learned that Secretary Long, late on Saturday, called upon Assistant Secretary Day of the State Department and laid before him newspaper clippings containing the reported interview. Acting Secretary Day agreed with Secretary Long that there was warrant for looking into the matter, and called the attention of the Spanish Charge d'Affaires to the publications. Senor Dubosle, however, promptly declared that the naval officer was no longer an attache of the Legation, his successor having been appointed and gazetted December 24th. He further explained that it was owing entirely to the more important and pressing matters of business before it that the Legation had overlooked the sending of the proper notification of the change to the State Department. It is said that as a matter of fact there are frequently great delays in the receipt of such information of changes among attaches at the State Department.

For very obvious reasons, Captain Sigsbee, at Havana, is making the most strenuous efforts to hasten the recovery of the bodies. Probably nearly a hundred in number are still imprisoned in the wreck of the Maine. It was a knowledge of the Captain's desire that probably led Consul-General Lee to urge on the Navy Department of the dispatch more divers. This had the desired effect, for the Navy Department took action to send more help. Admiral Sicard telegraphed from Key West this afternoon that he had sent five divers to Captain Sigsbee, and asked if that was sufficient. The acting Chief of the Navigation Bureau, Captain Dickens, at once took the sensible course of directing the Admiral to put himself in communication with Captain Sigsbee, and learn his needs at first hand.

The business of the Navy Department is getting back to its normal condition, as is evidenced by the fact that an order has been issued to discontinue the special telegraph service which was established with Key West, and hereafter the office at that place will close at 10 o'clock at night, as formerly.

Commander Forsyth, the Commandant at Key West, has also asked permission of the Department to stop his daily bulletins, and this has been granted, with an understanding that he will report any deaths that may occur among the sufferers in the hospital there. To-day he reported that they were all getting along nicely.

The exchange of official condolences still continues. To-day Secretary Long sent a telegram as follows to Captain Sulate:

"Commanding Officer of the Spanish Cruiser Vizcaya, Tompkinsville, N. Y.—I have the honor to acknowledge the receipt of your telegram of condolence for the loss of the Maine, and to thank you for the expression of sympathy."

A similar response was made to a cablegram from Vice-Admiral Spann at Vienna, expressive of sympathy for the terrible disaster to the Maine.

WORD FROM HAVANA.

No New Light Thrown Upon the Cause of the Maine Disaster.

WASHINGTON, Feb. 21.—Several reports came by telegraph to the State and Navy Departments to-day from Havana. All were sent yesterday and last night. These messages do not throw any light on the cause of the disaster, and in fact the officers in the Navy Department have about resigned themselves to the belief that nothing definite or certain can be known for several days to come, as the operations of the divers upon the wreck of the Maine are being confined at present to the recovery of the bodies of the dead still in the wreck and the recovery of valuables, neither of which can be neglected while the other branch of the work, namely, the investigation of the cause of the disaster, may be more properly left to the conduct of the court of inquiry.

General Lee's dispatch was as follows: "Great need of divers to get effects and bodies from the wreck. Two are now employed, but twelve or fifteen could be used. One hundred and forty-three bodies have been buried. Very few were found to-day, but over 100 are supposed to be confined in the ship. The sailors now in the Spanish hospitals number eleven. Visited them yesterday. All will recover except two. They are comfortable and well cared for."

Assistant Secretary Day made the folowing answer immediately: "Have called at Navy Department with your request for divers. Same will be complied with."

The scarcity of divers complained of by General Lee probably has already been overcome by the arrival of the Bache with a force of divers from the North Atlantic squadron at Tortugas, and with necessary apparatus.

A dispatch of last night from Captain Sigsbee was as follows: "Nine more bodies buried yesterday, only two of whom were identified—William Lund and M. F. Harris."

Another dispatch was as follows: "Visited hospital to-day. Men much pleased to see me. Koehler and Holtzer are very low. I have hopes of Holtzer. Koehler has a fighting chance only. Number of bodies found and buried to-day. No investigation yet at zone of explosion. Need of regular wrecking divers for that. Lee sent message to General Blanco relating to expected coming of wrecking vessels."

It is understood that by the "zone" of the explosion in his dispatch that Captain Sigsbee means that part of the wreck of the Maine forward of the main mast that suffered directly.

The reference to the Lee dispatch to Blanco touches the formal notification to the Spanish authorities there of the coming of the American wrecking vessels to Havana. Under ordinary circumstances there might be some question of the right of a foreign vessel to operate in the harbor of Havana, presuming that the Spanish law is identical with our own. But in the case of a national vessel like the Maine the rule would not apply, though the notice is conveyed to Captain-General Blanco as a matter of courtesy, and to prevent possible delay through the interference of some uninstructed subordinates in the custom service at Havana.

Captain Sigsbee's last dispatch, sent yesterday, was as follows: "Will send two wounded by the Bache. These two recommended to go to Tortugas. Barnett (Captain of the Bache) will report to Admiral."

The Navy Department has informed Admiral Rowe at Key West of these facts communicated by Captain Sigsbee. It leaves entirely to the Admiral's discretion the assignment of the wounded arriving from Havana to Tortugas instead of Key West.

Captain Lemley, the Judge Advocate General of the Navy Department, with Captain Bradford, Chief of Equipment Bureau, and Commodore Hichborn, Chief Instructor, were in consultation for some time with Secretary Long, reporting to him the plans they had formed for the wrecking of the Maine. Captain Lemley suggested some further changes in the details of the contracts which are now being drawn from the wrecking companies, and it is expected that within a few hours after Congress shall have enacted and the President shall have signed the necessary bill making an appropriation for the work, the contracts will be signed.

The incoming mail at the Navy Department brought a most interesting contribution to the news of the day in the shape of an excellent photograph of the wrecked Maine as it now lies in Havana harbor. This was forwarded to the Secretary of the Navy by Lieutenant Hood, lately attached to the Maine. It is a view from the port side, and in features represents the last newspaper cuts of the wreck. Secretary Long took it to the White House and gave it to the President, who was much interested in the details as shown in the photograph.

The Navy Department has not yet determined definitely which of our warships shall replace the Maine in Havana harbor, although it has been determined that as a matter of policy another ship must be sent there. The choice may be the Montgomery, now on her way from San Domingo to Key West, or the Nashville, a gunboat now at Galveston participating in the mardi gras festivities. If the latter terminates some time this week, as expected, the Nashville will probably be selected for the trip, as the Montgomery is just returning from a cruise in the West Indies, including two ports of Cuba, and has been on patrol duty also.

The State Department, in view of the public denial by Captain Sobral of the authenticity of interviews credited to him in newspapers, and the further fact that he had previously terminated his official connection with the Spanish Legation here, has decided to ignore the matter. What threatened to be another international incident growing out of certain alleged utterances by Lieutenant Commander Sobral has been dismissed summarily, as shown by the following statement given out at the Department of State:

"The Department of State learns from the Spanish Charge d'Affaires that Lieutenant Commander Sobral, to whom unfavorable utterances respecting the discipline of the United States navy had been attributed in a newspaper interview, was relieved of his functions as Naval Attache to the Spanish Legation in the United States some time ago, his successor, Lieutenant Commander Don Ramon Carranza Y Guarra, having been appointed on the 24th of January last, in his capacity."

Secretary Long to-day denied a report that he had advised certain Philadelphians not to send further relief supplies to Cuba, adding that on the contrary he wished them to send all the supplies they could afford to.

The social courtesies which the Government intended to extend to the officers of the Vizcaya have been abandoned on account of the Maine catastrophe. As a result, the stay of the Vizcaya at New York probably will be materially shortened, and she is likely to sail within the next three days, probably on Thursday next. The ship probably will proceed direct to Havana, not stopping at Charleston or other ports, as had been suggested during the earlier preparations.

The Vizcaya will not coal at New York, according to the understanding here, nor will it be necessary for her to take coal before reaching Havana. This determination gives relief to the authorities here, as the taking of coal in time of public excitement is attended with more or less risk, the coal affording an opportunity to extremists for the secretion of explosives, despite the utmost precaution that may be taken.

Steps have been taken by the Navy Department to fill the vacancies in the enlisted branch of the navy caused by the loss of the crew of the Maine. The legal quota is now about 300 short, and arrangements have been made for the immediate enlistment of about that number of men. Telegraphic orders have been sent to the recruiting officers in charge of the recruiting ships at New York, Philadelphia and Norfolk, authorizing them to enlist immediately forty apprentices, forty landsmen, ten shipwrights, fourteen machinists of the second class and forty coal passers. These enlistments are in addition to those previously authorized to complete the crews of the monitors Puritan and Terror and the dispatch boat Dolphin. In each case, it was specified that the recruits should be citizens of the United States.

There will be no difficulty whatever in securing these men, inasmuch as there are applications on file far in excess of the requirements of the navy for some time to come, unless Congress shall immediately comply with the recommendations of the Department for an increase of a thousand men in the enlisted strength of the navy. Numerous letters and telegrams have been received at the Department from individuals desiring to join the navy, asking to be enlisted immediately. A telegram was received this morning from an organization in Detroit, offering the immediate services of 10,000 citizens of that city in case of need. Patriotic offers also have been received from other places.

BOARD OF INQUIRY.

Begins Its Sittings at Havana to Learn the Cause of the Wreck.

HAVANA, Feb. 21.—The United States lighthouse tender Mangrove arrived here this morning, having on board the officers composing the court of inquiry appointed by Rear-Admiral Sicard to inquire into the loss of the battleship Maine. The commander of the Fern sent about 10 a. m. for Captain Peral and his Secretary, Lieutenant Salaz of the Spanish navy, who are to take part in the Spanish investigation in the disaster. They were taken on board the Mangrove, and at 1 p. m. were still conferring with the American officers.

The Board of Inquiry into the Maine disaster met on the lighthouse tender Mangrove at 10 o'clock this morning, with Captains Sampson and Chadwick and Lieutenant-Commanders Potter and Marix present. Captain Sampson presided, and Lieutenant-Commander Marix, recently executive officer of the Maine, acted as recorder.

Captain Sigsbee, the commander of the Maine, was the first witness called. He was under examination until 1 o'clock this afternoon, at which hour an adjournment was taken. It is probable that no further witness will be heard to-day, but the board will make a careful examination of the wreck, near which the Mangrove is anchored.

Captain Sampson received the Associated Press correspondent immediately after the morning session of the board. He said, in the course of an interview:

"I would be glad to give the Associated Press news, but owing to the delicate situation the board has decided to make nothing whatever public. I do not know what testimony may develop, and when, and it is only fair to the Spanish Government not to tell the public the testimony until all has been received and the findings have been considered.

"You may say that this rule is absolute. Due care will be taken for the rigid enforcement of it, and all stories purporting to come from the court should be set down as false. I have no idea as to how long the court will remain here. No one is authorized to fix the time, as the members themselves do not know. I shall give the Associated Press such routine news of the proceedings as is proper."

Captain Sigsbee, on board the Mangrove, told the correspondent that he was quite pleased with the examination, and that he was able to answer all the questions asked, not only as to his own acts, but as to those of his subordinates on the Maine.

There was no sign of disturbance here to-day, and carnival week is apparently closing in perfect quiet, there being much less excitement than usual.

Gunner Charles Morgan of the cruiser New York arrived on the Mangrove, and is in immediate charge of the divers. The latter have been at work all day, but up to the time of sending this dispatch no discoveries of importance have been made. It is believed that the salvage by the wrecking company will be considerable and valuable.

The divers to-day continued the work of trying to recover the victims of the disaster of the battleship Maine. Two more bodies were recovered this morning. There is no truth in the report that an explosion has occurred at the wreck of the Maine, as might have been inferred by the reports which reached Key West on Saturday.

General Lee says the Spanish officials are not interfering with the investigation into the causes of the disaster. He has notified the Captain of the Port that the wrecking tug Right Arm will be here to-morrow from the Merritt & Chapman Drydock and Wrecking Company. No objection will be made to the presence of the tug or of her prospective work. She probably will make an early attempt to save the big guns, and, if possible, the more valuable parts of the Maine's machinery.

To-morrow morning General Lee will escort the officers of the court of inquiry to pay visits of ceremony to the Captain-General and Admiral Manterola.

To-day the divers found a copper cylinder used in conveying charges to the six-inch guns. The fact that it had exploded seems to show that there was an explosion in the magazine for fixed ammunition on the port side forward.

All the wounded men, except two, are doing well.

This afternoon the court of inquiry personally inspected the wreck of the Maine. During their investigation Captain Peral, appointed by the Spanish Government as a special judge to investigate the disaster, and his Secretary, viewed the divers at work. Captain Peral expressed his appreciation of the courtesies shown to him by the court of inquiry.

A number of bodies were discovered to-day in the forward hatch. It was not possible to remove them, but they probably will be removed to-morrow.

AFTER THE EXPLOSION.

Spanish at Havana Exult Over the Destruction of the Maine.

NEW YORK, Feb. 21.—The Ward line steamer Seguranca arrived at quarantine to-day from Tampico and Havana. The Seburanca arrived at Havana at 10 o'clock on the morning of the disaster to the Maine, and passed close by the wreck. The Seguranca's passengers said that great excitement prevailed at Havana, and at the time of sailing the foreign population were generally of the opinion that the Maine was destroyed by design. They cited among other things in support of this theory the fact that the Spanish man-of-war Alfonso XIII., which was anchored near the Maine, changed her moorings just previous to the disaster.

One of the passengers, Wm. L. Carbin, went so far as to say that he saw a boat go near the Maine a short time previous to the explosion. He said he would go to Washington to make a statement before the proper authorities.

C. P. Holcomb of Newcastle, Del., General Manager of a street railway in Philadelphia, one of the passengers on board the Seguranca, was outspoken in his belief that the investigation at Havana would reveal some startling circumstances. "I went to Havana," said Mr. Holcomb, "not at all in sympathy with the insurgents, but on Wednesday, when we got to Havana, I believe any of the Americans on board was in a mood to commit murder. The flags of the Spanish warship were not at half-mast. The vessels of all other nationalities had paid this slight tribute to the dead. On Thursday, while driving to the cemetery, with two American friends, I was assailed with jeers, and some one threw a large stone at our carriage."

F. W. Bobbett of this city, who was with Mr. Holcomb in the carriage, added: "That's perfectly true. In fact, one or two children yelled after us that they had blown up the 'Americano,' and that they were glad of it. I did not hear a single expression of regret for the terrible loss of life from any Spaniard during the time I was in Havana."

Frank Weinhimer of this city, an eye-witness of the explosion, said he heard an excited Spaniard declare shortly after the explosion that if the "Americanos" sent another warship it also would be blown up.

M. J. Naughton, an insurance man of Chicago, who was staying with his wife at the Grand Hotel, said he was seated in front of the hotel when the explosion occurred. It was followed, he said, by another and much louder one. "We thought the whole city had been blown to pieces," said Mr. Naughton. "Some said the insurgents were entering Havana. Others cried out that Moro Castle was blown up."

Continuing his description of the panic which existed in Havana shortly after the explosion, Mr. Naughton said: "On the Prado is a large cab stand. The minute after the explosion was heard the cabmen cracked their whips and went rattling over the cobbles like crazy men. The Fire Department turned out, and bodies of cavalry and infantry rushed through the streets. There was no sleep in Havana that night. The Spanish officials were quick to express their sympathy, and acted very well as a whole, but I think their expressions of regret lacked the warmth which would have been characteristic of an American city, had such a disaster occurred under similar circumstances."

W. L. Carbin, the passenger who professed to have important information about the explosion, refuses to make any further statements than he made at quarantine. The other passengers on the Seguranca did not take Mr. Carbin as seriously as he took himself.

PREPARING FOR EMERGENCY.

Great Activity at the Various Points of Fortifications.

NEW YORK, Feb. 21.—The "World" says:

Nearly 100 telegraphic dispatches were sent during the past twenty-four hours from Governor's Island, the army headquarters of the Department of the East, to various points of fortifications along the seaboard from Eastport, Me., to Galveston, Tex. All of these fortifications in which guns and mortars have been mounted are under the control of General Wesley Merritt, commander of the Department of the East.

General Merritt spent very little of the day at the island, his staff attending to the unusual amount of telegraphic correspondence.

During his absence Colonel Barber, Adjutant-General of the Department of the East, was in charge. Colonel Barber refused to discuss the reasons of the activity along the seaboard, except to say that everything now being done was merely the execution of a coast-defense programme outlined several months ago.

It was learned from other sources that orders had been received on the island on Friday night to send from Fort Wadsworth to Sandy Hook twenty men to clean the big guns in the fortifications there and to transfer considerable quantities of ammunition. The same orders brought instructions to send forty men from Fort Schuyler to Willetts Point to clean the guns there and to overhaul the ammunition.

Fort Hancock, at Sandy Hook, is still in the hands of the army engineers and Ordnance Bureau. The engineers are constructing the placements for the guns and mortars yet to come, and when they complete the work the Ordnance Bureau will have to set the guns and carriages and test them before the fort can be regularly transferred to

(Continued on Sixth Page.)

CONGRESSIONAL PROCEEDINGS.

The Senate Discusses the Bill Providing for Taking Censuses.

Also Adopts Allen's Resolution for an Investigation of Maine Disaster.

Spirited Contest in the House Over a Bill to Pay Newberry College, a Lutheran Institution in South Carolina, Fifteen Thousand Dollars for Damages by Federal Troops.

WASHINGTON, Feb. 21.—For three hours to-day the Senate had under discussion the bill providing for the taking of the twelfth and subsequent censuses. It was so amended as to place the Census Bureau under the Secretary of the Interior, but the extended discussion which followed disclosed so wide a divergence of views on the part of the Senators as to various features of the measures that no further action was taken. A resolution offered by Allen directing the Committee on Naval Affairs to make an investigation of the disaster to the battleship Maine was adopted without debate.

The galleries were filled to-day when the Senate convened, the crowd of spectators doubtless being attracted by the probabilities of further debate upon Cuban affairs or matters connected with the catastrophe to the battleship Maine.

The joint resolution providing for the recovery of the bodies of officers and men from the wrecked battleship, and for the recovery of valuable property on the ship, which was passed by the House of Representatives last week, was presented to the Senate and passed. It carries an appropriation of $200,000.

Hoar of Massachusetts introduced a joint resolution directing the transfer of valuable historical documents from the several departments to the National Library.

Allen of Nebraska introduced the following resolution:

"Resolved, That the Committee on Naval Affairs he and is hereby directed to make a thorough inquiry into the destruction of the battleship Maine in Havana harbor on the 15th inst., and report to the Senate."

The resolution was passed without a word of debate.

As no other business was pressing, the Senate, at the suggestion of Hale of Maine, began to consider unobjected bills on the calendar. Among those passed were the following:

Requiring masters and mates of sailing vessels of over 700 tons to have licenses issued by United States inspectors; granting to the State of Wyoming 50,000 acres of land to aid in the continuation, enlargement and maintenance of the Wyoming State Soldiers' and Sailors' Home, and to amend an Act to prohibit the passage of local special laws in the Territories, to limit territorial indebtedness, etc.

At 2 o'clock consideration of the bills on the calendar was discussed, and the measure providing for the twelfth and subsequent censuses was laid before the Senate.

Allison thought the Census Bureau ought not to be made an independent bureau, but should be placed under the Department of the Interior, under the general supervision of the Secretary of the Interior, and he proposed an amendment to that effect.

Teller of Colorado offered an amendment to Allison's amendment, providing that the Census Bureau be placed under the Department of Labor, and that the Commissioner of Labor have general supervision of the work.

The amendment to the amendment was lost—21 to 29.

The question reverted to the amendment offered by Allison. It was adopted—39 to 8.

The bill was not completed at 5:10 p. m., when, without action, the Senate on motion of Carter of Montana, went into executive session, and shortly afterward adjourned.

HOUSE PROCEEDINGS.

WASHINGTON, Feb. 21.—This was private bill day in the House, but little was accomplished, owing to the fact that most of the time was consumed in the passage of private pension bills coming over from the Friday night session three weeks ago. The feature of the day was the spirited contest over the bill to pay Newberry College, a Lutheran institution in South Carolina, $15,000 for damages by Federal troops. It was finally passed.

On motion of Bailey, the Democratic leader, the House voted, 58 to 35, to observe Washington's Birthday by adjourning over to-morrow, but Dingley raised the point of no quorum, and before further action could be taken, the House recessed under the rule until 8 o'clock. The Republicans desire to go ahead with the sundry civil appropriation bill to-morrow.

Under the arrangement made last week, while the bankruptcy bill was being debated, to-day in the House was given up to consideration of private bills. Some pension bills favorably acted upon three weeks ago remained to be passed before the bills on the calendar were taken up.

After these pension bills, twenty-seven in number, had been passed, the House went into Committee of the Whole on the private calendar.

The first bill, to appropriate $15,000 for damages and injury sustained by Newberry College, South Carolina, while occupied by a New York Regiment as a barracks in 1865, after Lee's surrender, was opposed by Dingley, Dalzell and other prominent Republicans.

Dalzell declared it was an attempt on the part of the Democrats and Southern Republicans to rob the treasury.

Cooper (D.) of Texas and Lattimer (D.) of South Carolina warmly championed the bill. The former inveighed against the spirit of sectionalism which still prevailed in certain quarters.

Mahon (R.) of Pennsylvania, Walker (R.) of Massachusetts and other Republicans joined in the appeal to the House to pass the bill, and it was favorably acted upon without a dissension.

Two other minor relief bills were also laid aside with favorable recommendations.

Bailey (D.) of Texas moved that the House observe Washington's birthday by adjourning over to-morrow.

Dingley opposed the motion, but it was carried, 58 to 35.

Dingley made a point of no quorum, which the Speaker sustained. At this moment the hands of the clock pointed to 5 o'clock, and the Speaker announced that under the rules the House was in recess until 8 o'clock to-night, the evening session to be devoted to the consideration of private bills.

At the night session of the House the private calendar was cleared. Thirty-eight pension bills and two bills removing charges of desertion were passed.

Among the pension bills was one granting a pension of $30 per month to Margaret Custer Calhoun, a sister of General Custer. This bill has already passed the Senate.

At 10:30 o'clock the House adjourned until to-morrow.

RAILROAD RATE WAR.

The Western Roads Assume the Aggressive.

CHICAGO, Feb. 21.—Western roads have assumed the aggressive in the war with the Canadian Pacific road. They have thrown that road out of the Western immigrant clearing-house. The effect of this action will be that the Canadian Pacific will be shut out from participation in immigrant travel arriving at New York and Boston.

Acting in harmony with this action of the Western roads the trans-Atlantic steamship lines, which are parties to the immigrant agreement with these roads, have cabled their agents in Europe and throughout the Northwest not to sell any tickets or prepaid orders calling for tickets over the Canadian Pacific. These instructions apply to all immigrant business, irrespective of where it originates, or in what direction it may be moving, whether east or west. The Southern Pacific road is also a party to this boycott, so that the Canadian Pacific has left itself without friends.

As a result of this action, the Canadian Pacific will have to rely on traffic at Portland, Me., or Canadian ports for its immigrant business.

The Western roads have also made application at Washington to the Interstate Commerce Commission for a suspension of the long and short haul clause of the Interstate Commerce Act, so far as transcontinental passenger rates are concerned. This action was taken in order to save their intermediate rates in their conflict with the Canadian Pacific road over transcontinental business.

DAUGHTERS OF REVOLUTION.

Seventh Continental Congress of the National Society.

WASHINGTON, Feb. 21.—The seventh Continental Congress of the National Society of the Daughters of the American Revolution began here to-day at the Grand Opera-house. Of the 800 accredited delegates, nearly all were present. American flags formed the chief decorations of the body of the house, while the stage was beautifully set with potted plants, relieved in the rear by a full length portrait of General George Washington.

Mrs. Adlai E. Stevenson, the President, called the congress to order, after which the whole audience sang "America."

Mrs. Charles A. Stakeley, the Chaplain-General, offered the invocation, and Mrs. Stevenson followed with her address of welcome to the delegates. She felicitated the congress on its numerical growth and development during the four years of her incumbency of the office of President, and also spoke of the growth of the Society of Daughters, which had been formed during that time, and bespoke for it the fostering care of the parent organization.

The response to this address was made by Mrs. J. Harvey Mathes of Tennessee.

The singing of the "Star Spangled Banner" and the reading of the official notices and invitations to the congress concluded the work of the morning session.

A pathetic incident of the session was the unanimous adoption of a resolution of condolence for the families of the officers and men of the Maine, destroyed in Havana harbor last week. It was offered by Mrs. Jennie D. Garrison, and a copy will be sent to the Secretary of the Navy.

PRESIDENT McKINLEY.

Goes to Philadelphia to Deliver an Address.

WASHINGTON, Feb. 21.—President McKinley, accompanied by his secretary, Mr. Porter, left Washington at 12:45 p. m. to-day over the Pennsylvania road for Philadelphia, where the President to-morrow morning will deliver an address before the University of Pennsylvania. The President occupied the private car Robinson. Mrs. McKinley remained at home, owing to a cold which she has contracted.

While at Philadelphia the President and Mr. Porter will be the guests of C. C. Harrison, the President of the University. Wire connections have been made with Mr. Harrison's house, so that the President will be in close touch with Havana and the members of his Cabinet in Washington.

According to present arrangements, the President will leave Philadelphia on his return at 3:15 Tuesday afternoon.

Visible Supply of Grain.

NEW YORK, Feb. 21.—The statement of the visible supply of grain in store and afloat Saturday, February 29th, as compiled by the New York Produce Exchange, is as follows: Wheat, 35,432,000 bushels, decrease 202,000; corn, 39,998,000 bushels, increase 1,316,000; oats, 13,362,000 bushels, decrease 651,000; rye, 3,634,000 bushels; barley, 2,314,000 bushels, decrease 354,000.

Both Were Killed.

KNOXVILLE (Tenn.), Feb. 21.—James Shumate, Chief of Police of Lafollete, Tenn., attempted to arrest William Butherford, who was durnk. The latter shot at the officer, and in the melee both men were killed.

"Kid" McCoy's Wife Gets a Divorce.

HAMILTON (O.), Feb. 21.—Rose Selby was granted a secret divorce to-day from Norman Selby, known in the pugilistic profession as "Kid" McCoy.

SUNDRY CIVIL APPROPRIATIONS.

The Bill as Reported to the Lower House of Congress

Makes a Sweeping Reduction from the Amount of Current Law.

Provision is Made for the Improvement of Oakland, Eureka and San Pedro Harbors—A Small Appropriation for the Paris Exposition.

WASHINGTON, Feb. 21.—A sweeping reduction of over $8,000,000 from the amount carried by the current law is made in the sundry civil appropriation bill, reported to the House to-day, the aggregate appropriation carried being $4,749,893. The total is $13,234,541 less than the regular and supplemental official estimates made for the fiscal year in 1899, and $8,861,890 less than the appropriations made for the current fiscal year.

For arsenal and armories $193,375 is appropriated, an increase of $54,765 from the current year; for military posts $420,000 (estimates called for $2,000,000); work on rivers and harbors under authorized contracts, $13,210,613, a reduction of $5,367,899; survey of deep water ways between the Great Lakes and the Atlantic Ocean, $225,000, increase of $75,000; public buildings, $3,132,800, reduction of $1,191,994; for the lighthouse establishment, $3,006,000, increase of $112,435, and for the Paris Exposition, $100,000; National Soldiers' Homes, $2,819,531; an increase of $253,000 over the current law.

Other items are: Life saving service, $1,593,075; lighthouse beacons and signals, $154,000, a reduction of $232,140; revenue cutter service, $1,100,000; to enforce the Chinese Exclusion Act, $100,000; surveying public lands, $325,000; for expenses of collecting revenue from public land sales, $827,000, including a new item of $75,000 to protect and administer forest reserves; expenses of United States courts, $4,846,012, a reduction of over $500,000 from the current law; suppressing counterfeiting and other crimes, $100,000; back pay and bounty claims certified by the treasury to be due, $524,000.

The bill carries $225,000 for the Deep Water Ways Commission, no estimate having been submitted by the War Department, but only $100,000 for the Paris Exposition, while $559,000 was recommended; $420,000 for enlargement of militia forts ($2,000,000 recommended).

There is $13,210,613 for river and harbor work, while $18,093,007 was recommended, the chief items being as follows: Humboldt Bay, Cal., $100,000; Savannah, $450,000; Cumberland Sound, Ga., and Florida, $450,000; Buffalo, N. Y., $489,746; Delaware Bay, $800,000; Wyawa Bay, $450,000; Sabine Pass, Texas, $400,000; Duluth, $770,138; Oakland, Cal., $133,000; San Pedro, Cal., $400,000, with proviso making construction of the harbor in accordance with plan of board appointed by the President.

Locks and dams—Allegheny River, $300,000; Monongahela River, West Virginia, $400,000; Cumberland River above Nashville, $250,000; Kentucky River, $104,000; Falls of Ohio at Louisville, $167,250; dams No. 2, 3 and 4, five between Davis Island dam and dam No. 6, $595,000; Chicago River, $400,000; Illinois and Mississippi Canal, $1,427,740; waterway from Keweenaw Bay to Lake Superior, $450,000; Mississippi River from mouth of Ohio to St. Paul, $673,333; from mouth of Missouri River to St. Paul, $826,666; from head of passes to mouth of Ohio, $1,933,833, for protecting bank at Carruthersville, Mo., $100,000; Missouri River, from mouth to Sioux City, $300,000 ($30,000 of which is to protect banks at St. Joseph and $10,000 at mouth of Little Blue).

The appropriations for public buildings, including marine hospitals and quarantine stations, aggregate $3,132,800 (recommended $3,415,272), a reduction of $1,191,994 from the current law. They include Boise City, Idaho (complete building) $32,328; continuing Postoffice at Buffalo, N. Y., under present limit of cost, $400,000; rental of quarters at Chicago, $18,845; continuing building at Chicago, $1,000,000; completing building at Cheyenne, $88,853; completing mint building at Denver, Col., $200,000; completing immigration station, Ellis Island, $400,000; continuing building at San Francisco, $500,000, and $250,000 for general repairs to public buildings.

An increase of $25,000 is made to the general appropriation for coast survey work on account of the work to be made in Alaska. An appropriation of $50,000 is made for completing the coast survey steamer for service in Alaska and Aleutian Islands, and $30,000 for outfit.

The bill carries $25,000 for the purpose of continuing the investigation of fur seals.

The item appropriating $100,000 for the Paris exposition empowers the President to appoint a Commissioner General (at $8,000 per year) and an Assistant Commissioner General (at $6,000 per year) and a Secretary General (at $4,500) to represent the United States and an Advisory Board of nine Commissioners, to serve without salary or compensation for expenses. The terms of the general officers shall be for three years each, and their actual traveling expenses shall be paid. The total expense of the United States for all purposes incident to the exposition is limited to $520,000.

There is appropriated $50,000 for the survey of the Lynn Canal, Alaska.

A West Virginia Farmer Murdered.

HUNTINGDON (W. Va.), Feb. 21.—Rufus Schaefer, a prosperous farmer in Union District, was assassinated last week. He was sitting before his fireside, when a bullet was fired from outside the house.

Condition of the Treasury.

WASHINGTON, Feb. 21. — To-day's statement of the condition of the treasury shows: Available cash balance, $225,148,969; gold reserve, $167,041,415.