LA CHAMPAGNE IS ALL RIGHT.

Towed Into Halifax by the Steamer Roman.

Hundreds of People Flock to the Wharves to See Them.

The New York Office of the Company Had Sent Relief Steamers to Her Aid, but They Did Not Find Her—Officer Unsworth and His Men Who Tried to Bring Aid to Her Are in a Bad Condition From Exposure.

HALIFAX (N. S.), Feb. 27.—The three hundred and odd passengers on board the French liner La Champagne will rest more soundly to-night than they have for ten days.

Since Thursday, two weeks ago, half of which time they have drifted on the Atlantic, three days and nights have been filled with anxiety for their personal safety, but to-night they sleep in peace and comfort, safe in the harbor of Halifax, their fears and cares on account of danger being dissipated by the happy knowledge that they are no longer at the mercy of the stormy ocean. After drifting for five days on the Newfoundland banks, with the engines disabled and the screw shafts shattered, the Boston-bound freighter Roman from Liverpool came along, picked her up and brought her into Halifax without further mishap of consequence. Great was the joy on board the big French liner when the cloudy Sunday morning broke with the shores of Novia Scotia in sight, and the word was passed that Halifax would be reached before dark. Port was reached just in good time. Three or four hours more would have found the two steamers still at sea caught in a dark and stormy night, with thick snow falling, and they might have been compelled to turn about and put off shore to keep clear of the coast until daybreak.

The correspondent of the Associated Press boarded La Champagne just as the anchorage was dropped. The saloon presented an animated scene as the passengers were eager to learn what the anxious friends in New York had thought of the detention of the steamer.

All wished to learn the story of the experiences adrift in midocean. Now that they were safe in port, they disclaimed any fear, but some of them could not conceal that they had passed through a trying ordeal. La Champagne sailed from Havre on February 12th 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 the 17th. The passengers had settled down and were passing the time pleasantly. Then the ship was steaming fast against the head seas when suddenly a tremendous crashing sound was heard in the engine rooms. In an instant a panic seized the passengers and great excitement prevailed in the saloons and among the occupants of the steerage. The ship's passage was stayed and the heavy pounding shook the whole craft. Captain Poirot quickly calmed the passengers and soon after it was discovered that the tail screw had broken. The steamer was running at high speed and the engines flew around like lightning when the resistance of the crew was removed, and before they could be stopped much damage was done in the engine room. The wild racing of the big engines made a great noise and the terrified passengers thought the ship would be smashed to pieces. Finally the engines stopped their poundings, after the piston and connecting rods had snapped.

Captain Poirot announced that the injury could be repaired and the ship was to proceed at 1 o'clock the 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. La Champagne was then in latitude 45.28, longitude 41.23, in the track of outward bound steamers. The passengers and crew were hopeful of being sighted by some passing steamer, but a thick fog sprang up, blighting their hopes. The ship was shrouded in fog and nothing could be seen on either side. The steamer kept up a continual firing of guns and discharge of rockets, but no answer came to their signals, and on Friday the Captain dispatched a boat containing eight men and a third officer either to make land or to sight a passing steamer. That night, a fierce gale rose and the heavy seas dashed against the big steamer on the banks. The anchor chains strained and swung the ship, which tossed about like a feather. After midnight the gale increased in fury and at 4 o'clock Saturday morning the anchor hawser parted with a snap and the ship drifted southward. The situation was critical in the extreme. Passengers were terrified at the thought of their helpless condition adrift on a dismasted steamer in midocean. The current drove them southward at the rate of 50 miles daily, veering again to the southwest. All the while the steamer kept showing her signals of distress but in vain.

La Champagne drifted in this condition from Saturday morning, February 18th, until Wednesday, the 23d.

All through the long day the ship steadily drifted and into the night, until the passenegrs who had bravely withstood the experience had almost abandoned hope.

Most of them had retired to their staterooms when near midnight the welcome cry "Sail ahoy" was heard. It re-echoed from the lookout to cabin and steerage and every soul on that 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 belched forth and her rockets flared up and her red fire burned luridly. The steamer in front gave answering signals, and bore down rapidly upon La Champagne.

She proved to the Warren liner Roman, bound from Liverpool to Boston. The Roman stood by La Champagne and at once Captain Poirot went aboard and made arrangements with Captain Roberts to tow him to the nearest port, Halifax. The Roman passed a steel cable to La Champagne at noon Thursday and the two steamers started for this port.

The first day the towing hawser parted three times, but little delay resulted, and the start was finally made at 1 o'clock. La Champagne was picked up in latitude 45.28, longitude 41.23, and from that point onward no trouble was experienced. The weather was fine until to-day, when a snow flurry started and the steamers had to proceed slowly.

A subscription was made up on board for the men who had so bravely manned the lifeboats and left in search of help and 5,000 francs was quickly realized.

When La Champagne was entering Halifax harbor an address, signed by all the passengers, was presented to Captain Poirot, to which he made a suitable and modest reply. So thankful were the passengers to be in port that several of them were anxious to have some of the clergy on board hold a service of thanksgiving.

The accident to La Champagne is a most serious one and will necessitate the ship going into dry dock.

La Champagne's mails were landed here to-night and they, with the saloon passengers, will be forwarded to New York to-morrow morning.

NEW YORK, Feb. 27.—The news that the steamer La Champagne is anchored safely on the banks of Newfoundland has set at rest the anxiety and fear for the safety of her passengers and crew, which have been felt by relatives and friends of all those on board during the past week. At the office of the company to-day there were only a few callers. The officials had heard nothing more from the belated steamer, but from the moment that they heard of her whereabout they hastened to send relief steamers to her aid.

Agent Brocande and also the heads of the passenger and freight departments of the Campagne Generale Transatlique were at the company's dock to-day when the La Bretagne arrived. The La Bretagne's commander, M. Rupe, as well as the officers and passengers, learned of the accident to the sister ship from Pilot George Waldie, when he boarded the steamer off Sandy Hook lightship at 7:30 o'clock this morning. The news caused considerable excitement among the passengers, and when the vessel arrived at Quarantine additional information was eagerly sought for by all on board. A representative of the Associated Press boarded La Bretagne at Quarantine and was beseiged by officers and passengers for the latest news about the overdue vessel. A large supply of morning newspapers was put on board from the health officer's boat and quickly distributed among the passengers. The reports were read with much interest by every one and warm words of praise were bestowed upon Third Officer Unsworth and the other members of La Champagne's crew who came so near losing their lives while making their heroic efforts to get aid for the disabled French liner. When the vessel reached her dock this afternoon Third Officer Unsworth and Second Quartermaster Julian Camard of the La Champagne were there speaking to Agent Bocande. Officer Unsworth reported that of the ten men who manned the lifeboat and were picked up six days later by the steamer Rotterdam, only four were able to leave their bunks on board the Rotterdam at Hoboken this morning. Officer Unsworth showed little of the effect of his fearful exposure, except that the skin was off his face.

Quartermaster Camard's hands were blue and swollen from frost bite, but they were not bandaged. He walked with difficulty, as his feet were badly swollen. He made no complaint, however, and said he was grateful to be alive after such an experience. He praised the Captain and officers and crew of the steamer Rotterdam and said they were extremely courteous and kind to the rescued men. The remainder of the boat's crew are still being cared for on board the Rotterdam, but with the exception of Seamen Cruer and Tanqy, they will be able to leave their bunks this afternoon. As soon as they are able they will be transferred to La Bretagne and the others who are still suffering will be sent to the French Hospital, No. 320 West Sixty-fourth street, this city, where arrangements have been made for their reception.

When Mr. Bocande was asked what arrangements the company had made to render assistance to the La Champagne, he replied: "The tug Newfoundland has left Halifax to tow the big steamer either into Halifax or this port. The Propotria, which plies between Halifax and the French islands, Miquesson and Saint Pierre, has gone to La Champagne's aid and the steamship Massapequa, which sailed from this port for Amsterdam this morning, has been ordered to steer a course which will bring her within hailing distance of the helpless vessel. If our ship needs assistance in any way Captain Cook of the Massapequa will stand by and render it. I cannot now say whether La Champagne's passengers will be taken off and forwarded here or whether they will stay aboard. That will all depend on whether she is towed into New York or Halifax."

Word was received in this city today that the steamer Nuneberg left Halifax this morning to assist La Champagne, and another with provisions will leave this afternoon.

YELLOW JOURNALISM.

A Fake Map of Mines in Havana Harbor Published.

NEW YORK, Feb. 27.—A "Sun's" special from Washington says: A map of Havana harbor, showing the alleged location of mines laid by Spanish engineers, was published to-day in a New York newspaper. It was explained by the newspaper that the map was obtained from the Congressional Library by the the authority of Vice-President Hobart and Speaker Reed.

The Navy Department, realizing the importance of having such a map, asked John Russell Young, the Librarian of Congress, to send it the copy in his possession, identifying it as that published in the New York paper. When the map was received at the department to-day it was found to be minus the conspicuous crossmarks with which the alleged mines had been located in the newspaper cut. There was nothing to show that any such mines existed.

Librarian Young said this was the identical chart furnished by the authority of the Vice-President and Speaker Reed.

The newspaper in question sprinkled mines on the copy of the original map to suit its own fancy, and near one of these mines, designated by ugly looking crosses, located the anchorage of the Maine.

Cortez, Colorado, Destroyed.

DENVER, Feb. 27.—A special to the "Rocky Mountain News" from Cortez, Colorado, says: The entire business portion of the town was destroyed to-day by a fire, which originated in Blockmer's Hotel. The loss cannot be estimated at this time, but it is thought the loss on the buildings will be in the neighborhood of $20,000, and the damage to stock will exceed that amount.

Warship Alliance to Go To Sea.

PORTSMOUTH (N. H.), Feb. 27.—The first positive orders received at the Portsmouth navy yard since the blowing up of the Maine were received today when orders came to send the warship to sea on April 1st. She will be put in first-class repair by that time.

Coronado water, Stockton sarsaparilla and iron, champagne cider, ginger ale, orange cider. J. McMorry, agent.*

SENATE PROGRAMME INDEFINITE.

The Corbett Case Will be Decided To-day,

Then the Alaska Bill Will be Taken Up for Consideration.

Appropriation Bills Farther Advanced in Both Houses Than for Many Years Before and Adjourament Talked of Already—Opponents of the Hawaiian Treaty Will Try to Stave It Off for the Session.

WASHINGTON, Feb. 27.—Beyond the fact that the Corbett case will be decided on Monday and that after its decision the bill regulating the right of way for railroads in Alaska and for other purposes will probably be taken up, the programme in the Senate for this week is quite indefinite.

The Alaska bill is of much wider scope than its title indicates and it will not be voted upon without considerable discussion. There is no general disposition to defeat the bill, but Senators are of the opinion that it should be amended in several particulars and they will seek to secure these changes before the vote is taken. It is believed the bill will pass after a day or two of talk upon it. It is probable that after the Alaskan bill is disposed of some of the bills of less general importance on the calendar will be considered. One of these is the bill for the payment of the claim of the book agents of the Southern Methodist Church for property destroyed at Nashville during the Civil War. This bill appropriates $288,000 and has aroused some opposition. It is also understood to be Senator Davis' intention to again move the consideration of the Hawaiian treaty, if opportunity offers, but there is no disposition at present to unduly press the treaty in antagonism to other measures. It is possible the bill making appropriations for the District of Columbia will be reported by the Committee on Appropriations during the week. There are only five of the appropriation bills to be considered by the Senate, which is a record far in advance of that usually made at this date in long sessions of Congress.. This fact is causing Senators to begin to talk about the final adjournment at a far earlier date than usual.

Three of the bills which are as yet unconsidered are the District of Columbia, the naval and the sundry civil bills. These are all important measures and each is liable to arouse debate, but Senators generally agree that unless there is some other reason for postponing adjournment it can be reached by May or June. The friends of the Hawaiian treaty say, however, that some of the appropriation bills will be held back until the annexation is decided upon, and this determination is one of the circumstances which may cause the postponement of adjournment.

The House leaders have been straining all their energies to expedite the appropriation bills with a view to an early adjournment and they are succeeding beyond their most sanguine expectations. Not in a quarter of a century have the appropriation bills been so far advanced in the long session as they are at this time. Only three of the thirteen of the regular bills remain in committee. The other ten have gone through one or more executive stages and one—the military academy bill—is in the hands of the President awaiting his signature. The condition of the other nine bills is as follows:

The pension bill has passed both house and the differences have been agreed upon in conference; the legislative, executive and judicial, the army, the fortifications and the agricultural bills have passed both houses and the differences are being adjusted in conference; the Senate amendments to the diplomatic and consular bill have been agreed upon by the House Committee on Foreign Affairs and the bill only awaits confirmation of this action by the House before going to the President; the Indian bill has passed the Senate and the amendments placed on the bill there are being considered by the House committee; the District of Columbia bill, which has pessed the House, is still in the Senate Committee, and the sundry civil bill will probably pass the House to-morrow. Of the three bills still unreported to the House, both the naval and postoffice await contingent developments before they can be completed. The naval bill is practically completed, save for the provisions for dry docks and new ships. On both these propositions the developments of the next few days are expected to control the action of the committee. If the board of inquiry into the Maine disaster should render a finding which portends strained relations with Spain, the most liberal provisions will be made both for dry docks and ships. If the disaster was not due to accidental causes aboard ship it is almost certain that two new battleships will be provided for, one recommended by the Secretary of the Navy and one to replace the Maine, and that at least one of the new dry docks recommended will be authorized.

In case the Maine disaster is found to have been caused by accident, it is probable no provisions for battleships will be made in the bill.

The completion of the postoffice bill depends upon the action of the House upon the Loud bill relating to second-class mail matter, which is to be acted upon this week. The general deficiency is always the last of the bills to be reported, as it includes such deficiencies and other items as must be provided for at the close of every session. With the appropriation and the immigration bills the consideration of which has been set for March 15th, out of the way, nothing remains to prolong this session of Congress, save the question of annexation of Hawaii or war. The leaders of both sides, looking ahead, eliminating both these subjects as probabilities or possibilities of delay, agree that the appropriation bills should be passed, and that Congress should be ready to adjourn early in May; if such a contingency as war should arise, it would be necessary for Congress to act both in the formal declaration of war and in furnishing ways and means for its prosecution. With regard to Hawaiian annexation, there is no doubt that if the present treaty is abandoned in the Senate, no move for annexation by legislative enactment will be initiated by the House. The sentiment both among the friends and opponents of annexation in the House believe that after the long contest at the other end of the Capitol, the Senate should retain jurisdiction of the subject. Action by the Senate on a resolution of annexation would therefore precede any action by the House, and it is this that gives color to the general impression in the House that action upon a resolution in the Senate can be delayed until both houses have completed their work, and that then an effort will be made to adjourn and leave the question suspended.

Speaker Reed makes no concealment of his personal opposition to annexation, and says that other very prominent Republican members, like Cannon of Illinois, Walker of Massachusetts, Johnson of Indiana, are outspoken. Some of the others, like Chairman Dingley of the Ways and Means Committee, have made no public declarations upon the subject, but are believed to be in sympathy with the opponents of annexation. A large majority of the Republicans, however, are, of course, in favor of the Administration's policy, many of them enthusiastically so.

Chairman Hitt of the Foreign Affairs Committee is placed among the supporters of annexation, but it is probable that the real brunt of the battle, if the contest is transferred to the House at this session, will be borne by General Grosvenor of Ohio and General Henderson of Iowa, both of whom are enthusiastic in their support of it.

As stated, the indications all point to a concerted plan on the part of the enemies of annexation at both ends of the Capitol to hurry through the appropriation bills and adjourn before action can be had on the joint resolution in the Senate. This, it is pointed out, would be the easier way to defeat or at least postpone action, as if the resolution got into the House the divisions in the Republican ranks would be uncovered, and the leaders would be forced on opposite sides. Some of the Republicans who are opposed to annexation do not care to be forced into a position of public antagonism to the Administration if it can be avoided. They would, of course, prefer to see the question postponed rather than have it brought to an issue in the House. The Democrats, with comparatively few exceptions, are hostile to annexation. The programme of the House for the coming week includes the completion of the civil sundry bill, which has been under consideration since last Wednesday, action on the bill for the relief of the victims and survivors of the Maine disaster, the Senate bill authorizing the enlistment of two additional regiments of artillery, and the Loud bill, relating to second-class mail matter.

The latter bill has been made the special order for Tuesday, Wednesday and Thursday. A spirited contest is anticipated, but Loud, the author of the bill, and the Chairman of the Postoffice and Post Roads Committee, is confident that it will pass. The bill takes all complete books printed in serial form out of the second-class rate (one cent per pound), and places them on the regular book-rate class, which pays eight cents per pound. It also prohibits the transmission of "sample copies" at pound rates. If the bill should pass and be executed according to its spirit, Loud estimates the annual savings to the Government effected by it during the next four years would approximate $12,000,000. Many publishers and newspapers are very hostile to the measure, but thus far the opposition has not been so active as it was during the last Congress.

To-morrow, under the rules, is District of Columbia day, but Chairman Cannon, in charge of the sundry civil bill, will probably insist upon going ahead with the bill. He refused yesterday to yield to Boutelle, who was extremely anxious to secure the immediate passage of the bill for the relief of the Maine victims. This latter measure will be doubtless called up as soon as the appropriation bill is out of the way, but the bill for two additional regiments of artillery will probably not be taken up until the special order for the consideration of the Loud bill exhausts itself.

ANTI-AMERICAN FEELING.

It Is Rapidly Increasing in Madrid and the Provinces.

NEW YORK, Feb. 27.—A "Sun" cable from Madrid says: Anti-American feeling is rapidly increasing in intensity, not only in Madrid, but in the provinces. The Government is endeavoring to hold it in check as much as possible and especially to avoid violent demonstrations. Orders have been sent to all parts of the country forbidding offensive features in the Mardi Gras celebrations. The instructions have been obeyed in most cases.

At Valencia a procession car appeared labeled "Pork Butchers," which represented the inside of a butcher shop where grotesque attendants were selling "Woodford ham," "Uncle Sam sausage" and "Lee black pudding." The Carnival Committee wanted to strike the entry from the list, but the public protested, surrounded the car and escorted it with cheers.

At Barcelona two Americans, rather conspicuously dressed and each carrying a hand bag, were followed by a mob, who first took them for masqueraders. The Americans found it advisable to go home, but as they were stopping at the same house as the United States Consul the mob thought they were going to lodge a complaint. A tumult arose and trouble was only averted by the arrival of the police.

WAR MATERIAL MOVING.

Government Officials in the Navy Department Active.

BOSTON, Feb. 27.—The Watertown arsenal is now engaged in loading ordnance and other war material, destined for points along the Atlantic Coast. This material will be transported in twenty-six cars which have been supplied to the arsenal on orders from Major Riley by the Fitchburg Railroad. The ammunition includes shot and shell for eight-inch, ten-inch and twelve-inch rifles and twelve-inch mortars.

WASHINGTON, Feb. 27.—A party of Government officials accompanied a Congressional delegation to Fort Washington this afternoon to witness a test of the new Reyburn ten-inch fortification guns guarding the approach to that point. The test was in every respect successful. Three shots were fired, each one reaching almost to Alexandria, seven miles distant. It was necessary for the gun to be in view but two minutes at each firing.

British Steamer Bramble Ashore.

MAYPORT (Eng.), Feb. 27.—The British steamer Bramble, Captain Postlewaith, from Porman February 16th for this port, is ashore near Flimby. Her rudder and propeller are gone and she has apparently been abandoned. The high tides have driven her higher on the beach.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER

Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

WILLIAM M. SINGERLY DEAD.

PROPRIETOR OF THE PHILADELPHIA "RECORD."

His Long and Busy Life Was Terminated by Heart Disease.

PHILADELPHIA, Feb. 27.—William M. Singerly died suddenly at his residence, 1701 Locust street, this afternoon. Heart disease was the immediate cause of death. Mr. Singerly had been suffering for about ten days from a cold and had remained at home since last Wednesday although his indisposition was in no way serious. While sitting in his bedroom smoking a cigar he was seized with a violent fit of coughing and immediately afterwards fell over dead. In the room at the time were Mr. Singerly's granddaughter, Miss Mabel Singerly Meredith and two servants. His son-in-law, James S. McCartney had left a few moments before the sudden end came, leaving Mr. Singerly apparently in good health, apart from his slight cold. The physicians say they had frequently cautioned Mr. Singerly that his heart was weak as a result of excessive smoking and of late his custom was to take a "dry smoke." To-day, however, his cigar was lighted and it is thought that the smoke brought on the coughing spell, the severity of which ruptured a vessel of the heart.

Mr. Singerly leaves a daughter, Mrs. E. Singerly Balch, who is at present touring Europe.

Wm. Singerly was proprietor of the Record Publishing Company, President of the Chestnut-street National Bank and the Chestnut-street Savings Fund and Trust Comapny, which recently collapsed, and President of the Singerly Pulp and Paper Mill. He was a member of the Fairmount Park Commission and until lately the Treasurer and Trustee of the Philadelphia Commercial Museum.

He was born in this city on December 27, 1832, and with the exception of a brief period in his early manhood, when he conducted a commission business in Chicago, lived here ever since.

In 1877 he bought the "Record," then a comparatively feeble journal and brought it to its present standard of excellence.

Mr. Singerly in 1894 was unanimously made the Democratic candidate for Governor of Pennsylvania and entered with great energy into the canvass, speaking in nearly every county in the State. In all he made over seventy speeches in upholding the cause of Democracy. The natural Republican majority of Pennsylvania was too great to be overcome, however, and his competitor, General Hastings, carried off the prize.

During the late national campaign, he supported the Palmer and Buckner ticket.

Financial misfortune overtook Mr. Singerly during the last few months of his life when, on December 23d last, the Chestnut-street National Bank and Trust Company were compelled to close their doors. Messrs. Earle and Cooke were made Trustees of the company. Mr. Singerly promptly turned over to them every personal asset he possessed, including his interest in the "Record." Since then a receiver has been appointed for that bank and the affairs of it and the trust company are in process of settlement.

SUCCESSFULLY LANDED.

"Dynamite" Johnny O'Brien Tells the Story of the Expedition.

NEW YORK, Feb. 27.—A Key West special to the "Herald" says: The most important expedition that has gone into Cuba since the insurrection began has just been successfully landed from the famous filibuster Dauntless by "Dynamite" Johnny O'Brien and Dr. M. Nunez. This was, in fact, a double expedition, landings having been made in Santiago de Cuba and then in Pinar del Rio. The steamship City of Key West arrived from Miami this afternoon, having on board beside O'Brien and Nunez, J. C. Carlaya, Emilio Nunezz, Justa Corrillo, Ambrose Diaz, R. Hernandez, F. Alonzo and Frank Plaguchi. These men were taken up at 10 o'clock this morning at Bay Hunda, a small key about thirty miles from here. The Dauntless came close up to that key just before daybreak this morning and dropped them there, and then steamed away for some northern port, where she will be likely seized by United States officials.

"Dynamite Johnny" O'Brien was highly elated when I saw him this afternoon. He refused to admit he had been aboard the Dauntless, but freely admitted he had been in charge of an important and successful filibustering expedition.

"We gave to General Calixto Garcia," he said to me, "five hundred thousand rounds of ammunition, a large number of modern rifles and dynamite enough to blow up many Spanish forts More than that, we gave him three expert electricians with wires and batteries necessary for firing dynamite safely and successfully. We landed considerable quantities of clothing, shoes, physicians and medicines. The medicine is in charge of four trained nurses, who are protected by Red Cross passports, and who will nurse the sick and wounded insurgents. About forty volunteers left our expedition to join Garcia's forces. We were met by a body of cavalry numbering perhaps 200, for we are sure our goods got into the right hands this time. This landing was made without interruption on the morning of the 20th.

"Five days later we made the landing in Matanzas Province, where thirty men took charge of 400,000 rounds of ammunition, several cases of rifles, quantities of dynamite with electrical accessories, clothing, provisions and medicines. All this has no doubt reached General Diaz before now. We were so secure of our position in the east that we remained where we had made the landing for twelve hours, and then turned our noses toward Bay Hunda. Our homeward run was without incident, but we had two scares on the run for Cuba. I can't tell you when and where it was, but the first night after we took the expedition aboard we came near poking our way into serious difficulty. We were just about to run out from behind one of the keys when the lookout saw a finger from the flashlight strike the sea a quarter of a mile before us. We slowed down, and an investigation showed a warship of the United States not far off.

"Had we not seen the flashlight five minutes would have carried us into full view of the ship. As it was we soon slipped away unperceived. Off the south coast of Cuba we sighted what we took to be a French man-of-war. We were seen, too, but no notice was taken of us. Later on we caught a glimpse of a Spaniard, but as we had no business with him we did not speak him, you may be sure. As he showed a disposition to hug the shore, we were compelled to run out to sea, and in that way lost twenty hours, but it is all right. When we next approached Cuba we found the coast clear, and running to the place of landing agreed upon, found Garcia's cavalry awaiting us. After that our expedition was without incident.

"We knew nothing of the destruction of the Maine until picked up by the City of Key West to-day. We were shocked, indeed, but knowing Spanish character, were not greatly surprised. I am convinced that should we send another warship on a 'friendly' mission to Havana it would meet the fate of the Maine. Dr. Nunez and I leave on the Mascot to-night for Port Tampa and will proceed directly to New York."

Dr. Nunez and the Cuban Junta have plans all made for sending 3,000 men, armed and equipped, into Eastern Cuba just as soon as they can go openly. That can only be when war between Spain and the United States has been declared, and Dr. Nunez believes such hostilities are imminent. He said in conversation with me:

"We know that Havana is in a rioting mood, and we are constantly expecting a demonstration against the Americans in the city. A plot was laid not long ago to assassinate Consul-General Lee. It was intended it should appear to be the work of a crank and blame was to be cast upon the Cubans, just as the palace is now attempting to cast upon us the blame for the destruction of the Maine.

"We learned of the plot through one of our Havana agents and promptly informed General Lee, who took steps to protect himself. I am told he went to General Blanco and told him that the plot was known to him. I fully believe that General Lee's life is in danger, as is also that of every other American in Havana. When the rioting begins, however, the end of Spain in Cuba will have come."

STUDENTS' VOLUNTEERS.

Their Convention Closed at Cleveland Last Night.

CLEVELAND, Feb. 27.—The convention of the Students' Volunteers closed this evening with a rally at Gray's Armory. Nearly the entire day was given up to meetings and intense interest in the missionary cause was aroused by the score or more eloquent speakers who addressed the large crowds that assembled.

The first meeting was held in the armory at 10 o'clock in the forenoon. Only delegates were present. The meeting was conducted by John R. Mott, who delivered a short address on the "Morning Watch."

The other speakers were Rev. Dr. Charles Cuthbert Hall, who gave a scriptural talk based on the seventh chapter of Revelations; Robert E. Lewis, who told the delegates how to report the convention when they returned to their homes; Mr. Michener, one of the Secretaries, who urged the desirability of a large attendance at the summer schools during the coming season; R. P. Wilder, who appealed for life service on the part of the missionaries, and Rev. Brockman, who had a word to say to student volunteers by way of encouragement to get them into the field as soon as possible. At 3 o'clock there was a meeting for women only, except delegates, at the Euclid avenue Baptist Church, one of women students at the Euclid avenue Presbyterian Church, one for the men at Plymouth Congregational Church, a mass meeting of the young people of Cleveland at the armory and a mass meeting at Association Hall. All these meetings were addressed by well known convention workers and they were full of interest.

HURRYING UP THINGS.

Chief Constructor Hichborn Pushing the Princeton's Delivery.

NEW YORK, Feb. 26.—Chief Constructor Hichborn reached Camden late this afternoon and made his way quietly to the shipyard of John Dialogue & Son at Kaighns Point, where the gunboat Princeton is being built. He and Mr. Dialogue held a consultation privately, left the office and went unaccompanied aboard the Princeton.

After the inspection of the gunboat Hichborn left the shipyard at once, reached Philadelphia by the nearest ferry, and no none seemed to know what became of him. In fact, Mr. Dialogue seemed unwilling to even admit his visitor's identity, but finally did so. The Princeton has been lying in the Delaware, receiving but little attention for several months.

"The Government was in no hurry for the boat," explained Mr. Dialogue to me to-night, "so we attended to private work. Last week we received orders to make some alterations in the placing of guns, and have been attending to them."

"What had the Chief Constructor to say about the Princeton to-day?" I asked.

"Nothing, only that the Government wants her," he added.

"Did you fix a time for delivery?"

"Not definitely; she is practically ready for sea," said he, "all except repairs."

"Will she be finished and ready for sea in a week?" I asked.

"In very little over that time," he admitted. "An extra force will go to work Monday morning, possibly tomorrow."

Mr. Dialogue is at the shipyard tonight as a result of Hichborn's visit.

Slightly

"Now, really," said the Thoughtful Man, "did you ever see a woman who was homely enough to stop a clock by looking at it?"

"No," said the Nonsensical Chap, "but I have seen a woman stop a car by looking at the conductor."—Cincinnati Commercial-Tribune.

No Complaint.

"Who's dead?" inquired a man of the sexton, who was digging a grave in the churchyard. "Old Squire Thornback." "What complaint?" Sexton, with a loking up—"No complaint; everybody satisfied."—Household Words.

"The Nonpareil"

You'll find the following lines extremely interesting at the special prices that have been put upon them. They are all new goods—some of them never before displayed, but as the season is not actually open for all classes of Spring Goods, we make the prices mark the medium by which they're sure to secure an introduction.

Cloak Department Attractions.

$12 will buy you one of the newest, nobbiest Spring Costumes—fly front coat of the latest cut, full silk lined and trimmed with piping of black satin to imitate Eton effect. This satin piping is run through pearl rings and with smoke-pearl button fastenings, and pockets with flap on the side, makes a very attractive suit, combined with a seven gored skirt, full rustle lined, bound bottom, graceful in hang. They come in two shades of blue—navy, marine and black.

Separate Skirts.

At $1 65 we have that unusually special value in Figured Mohair Skirts, neat in pattern, rich in luster, and seven gored style — full lined, velveteen bound bottom and perfect in hang at this unusual price, $1 65.

Mohair Skirts.

At $2 50, $3 75, $4, $4 25 and $5 we have the grandest line of richly illuminated Mohair Skirts ever shown on the Pacific Coast. So handsome are the patterns and so similar to silk that they vie with the silk themselves, but then, what a difference in price, and again what a difference between these prices and the prices usually placed on such values.

Separate Black Silk Skirts.

They're marked $6 50, $8 50 and $10, and we have them as high as $30. These prices are much under the regular value. One of our buyers bought them way under price. They're rich and elegant garments, and you will save more dollars than you'd think possible on the purchase of one of these.

Attractions in Silks for Spring.

Novelty Checked Taffeta Silks in bright spring colorings, in plain and broken checks for fancy waists or shirt waist styles, which are more popular than ever. $1 a yard.

Fancy Striped Taffetas in all the pretty new colors imaginable for spring wear, and many of these are in such shadings and styles as will be desirable for entire dresses as well as fancy waists. $1 to $1 50 a yard.

Many new and handsome patterns in Black Brocaded Satin, Duchess Poplins and Gros Grains with novelty figures, also in Bayedere Stripes, for separate skirts or entire dresses, from $1 to $2 50 a yard.

Dress Goods Attractions.

65c Yard, Black Brocade Mohair.

We have just received and wil place on our counters a line of 15 pieces 44-inch Black Mohair Brocades. These are exceptional values and comprise the most desirable patterns for full suits or separate skirts that will be shown this season. A regular $1 value.

See display of New Spring Dress Goods in our large show windows.

50c Yard, Plaid Suitings.

Plaids have been pronounced the correct thing for separate skirts and waists for spring wear. We are showing some very new and pretty designs in spring stuffs in plaided and checked effects. Bright, pretty shadings in those popular blues, greens, modes, grays and ox bloods are to be seen among the array of beauties. Come and see for yourself the new spring styles that can be had at 50c a yard.

75c Yard, Real Irish Poplins.

We have just received a line of these new and popular fabrics, 40 inches wide and almost all the new shades for spring such as bluett, olive, Bavarian blue, sage, new navy and others; for a real up-to-date suit there is nothing prettier than a poplin.

WASSERMAN, DAVIS & CO.

—THE BIG STORE—

K STREET, BETWEEN SIXTH AND SEVENTH,