

ENERGETIC WARLIKE MEASURES.

Great Activity in All Official Quarters.

Sailing of the Spanish Torpedo Fleet Toward Cuba

Causes Much Anxiety in Department Circles at Washington.

Captain Sampson Appointed to the Command of the Squadron at Key West, Vice Admiral Sicard, Granted Leave on Account of Ill Health.

WASHINGTON, March 24.—The last day before the arrival of the report of the Maine court of inquiry was one of unexampled activity in all official quarters.

The movement of this fleet has been watched with the keenest interest, as it was felt to involve serious possibilities which might compel the United States Government to protest against the movement as of a hostile character.

Later in the day the Spanish Minister, Senor Polo Bernabe, called at the State Department and spent some time with Judge Day.

Following the flotilla announcement, important news followed rapidly. The first was this announcement by Secretary Long indicating the placing of our naval squadron and fleet on a war footing.

Admiral Sicard has been granted leave, much to the regret of the Navy Department, and altogether on account of his health.

Captain Sampson has been made commander of the fleet at Key West.

Captain Evans has been ordered to take command of the battleship Iowa.

The orders to the squadron in Hampton Roads have not yet been issued.

Although the announcement did not state so, it soon became known that Commodore W. Schley was slated to command the "flying squadron."

This announcement was recognized at once as of unusual importance at this juncture.

Admiral Sicard has been in command of the fleet at Key West throughout the critical period of the Maine disaster.

Captain Sampson has been in command of the Iowa, but more recently has been conspicuous before the public as President of the Maine Court of Inquiry.

Captain Robley Evans is better known as "Fighting Bob."

The next important move was a determination to create a joint commission from the War and Navy Departments, so as to bring them into harmonious action on all measures.

Captain Barker, the naval aide of Secretary Long, was designated to represent the Navy Department in this common plan of action.

The representative of the War Department has not yet been named. It will not be necessary for these two officers to leave Washington, as they can best arrange a plan of action in conference with bureau chiefs of the two departments here.

MORE VESSELS PURCHASED. Then, at the close of the day, came an announcement that the Navy Department had succeeded in purchasing steam yachts and four tugs, presumably at or near New York for use in the auxiliary naval fleet.

The boats are about 400 tons each, and in an emergency would be suitable as torpedo boats. The yachts purchased are among the fleetest along the Atlantic coast, and are said to be somewhat similar to the Mayflower, recently purchased from the Osgood Goetel estate.

This acquisition to the navy is regarded as an exceptionally valuable one at the present time, as the greatest need is felt for

small craft suitable as torpedo boats and dispatch boats.

There was additional satisfaction at the Navy Department at the large number secured in a single purchase. The names and amounts paid for the various yachts and tugs are not disclosed, as it is said this would prove an embarrassment to the Government in promoting speculation on other craft for which negotiations are now pending.

THE SITUATION GRAVE. Throughout the day the White House presented an animated appearance. Senators and Representatives from both political parties calling to confer with the President. Among the callers were Senators Cullom, Fairbanks, Aldrich, Jones of Arkansas, and Spooner, and Representative Bailey, the Democratic leader in the House.

The President said to several of his visitors to-day in discussing the situation that he would do everything consistent with the honor and dignity of the country to avert war, and that he still believed war could be averted. He also said that he believed the Government of Spain was as anxious for peace as we were, but at the same time he did not hesitate to admit the gravity of the situation.

THE MAINE DISASTER. His programme has been definitely decided. It is the purpose to treat the blowing up of the Maine as an incident. The report of the board will be sent to Congress on Monday. A very brief message relating to the events leading up to that point, and informing Congress that the facts contained in the report have been called to Madrid to be laid before the Spanish Government by Minister Woodford, will accompany it. No demand will be made upon Spain, but the laying of the facts before the Spanish Government will be equivalent to calling upon Spain for an explanation and such action as she may deem proper.

It is the purpose of the House leaders to refer the report and message to the Committee on Naval Affairs without debate, and to this purpose it is believed the Democrats of the House have acquiesced, reserving the right to demand prompt action if the report from the committee is too long delayed. Much will then depend upon Spain's response, but there are those close to the President who believe that from the time the report is sent to Congress it will drop out as a factor in the situation.

THE CUBAN QUESTION. The second part of the President's programme reaches the main question, and involves intervention on humanitarian grounds within a week or ten days after the report of the board goes to Congress. It will be intervention to relieve the starvation in Cuba, and upon Spain's acquiescence in or objection to this act will depend peace or war. A prominent member of the House said to-day that in his opinion the next two weeks would determine which it would be.

Such information as exists here leads those close to the President to believe that the Spanish Government will go to any length it dares to preserve peace. The Queen Regent is especially anxious to prevent war, and it is believed the Ministry will go just as far as it can without jeopardizing its own existence and survival of the present Spanish dynasty.

MOVEMENT OF WARSHIPS. The Navy Department was advised to-day of the sailing of the monitor Terror from New York for Key West; the arrival of the Texas at Hampton Roads and the Puritan at Newport News, and of the monitors Monadnock and Monterey at San Francisco.

The battleship Texas came up from Key West, making an exceptionally quick run for a vessel of her class.

The Spanish authorities here have been informed that some time ago Captain Sigbee asked permission to use dynamite in the destruction of the wreck of the Maine. This was refused by Captain-General Blanco, for the reason, it is officially explained, that as there are evil-disposed persons who insist that the Maine was blown up from external causes, the Spanish authorities do not want the wreck destroyed, as it affords all the evidence obtainable as to the actual cause of the disaster.

McKINLEY WANTS MORE TIME. Hopes to Secure Peace in Cuba by Diplomatic Means.

WASHINGTON, March 24.—Some of the Senators and members of the House who have visited the President to-day and yesterday have gathered the impression from his carefully guarded talks that he will not immediately make any recommendation to Congress, but that he wants more time in which to conduct negotiations with Spain with the hope of securing peace by diplomatic means.

Some of them have reached the conclusion that he is hopeful of securing Spain's assent to the independence of the island, or at least of a condition approaching independence by other means. He suggested to them that the recognition neither of belligerence nor independence would be sufficient to bring relief to the starving Cubans, and that either act would fall at least in its immediate effect.

He also suggested that there are some difficulties in the way of sending supplies to the island, one of the principal of which is the fact that such a course is a practical assistance to the Spaniards to sustain themselves in the conflict. He urged upon them the special importance of doing all they could to suppress excitement, and prevent action by Congress in connection with the receipt of the report of the Maine disaster.

The visitors think the President's especial desire at this time is to eliminate

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WAR MEASURES DEBATED IN HOUSE.

The Naval Appropriation Bill Under Consideration.

An Arrangement Made to Close General Discussion This Afternoon.

Messrs. Dayton of West Virginia and Arnold of Pennsylvania Take Advanced Positions in Favor of Aggressive Action to Stop the War in Cuba.

WASHINGTON, March 24.—The naval appropriation bill was taken up in the House to-day, and after considerable difficulty an arrangement was made to close general debate at 1 o'clock to-morrow. There was great pressure for a time, but the leaders decided to limit, as far as possible, the opportunity for inflammatory utterances. The debate to-day was not on sensational lines, but every radical expression was cheered to the echo by the crowded galleries.

HOUSE PROCEEDINGS.

WASHINGTON, March 24.—The galleries of the House were crowded to-day in anticipation of some exciting speeches on the Spanish crisis during the consideration of the naval appropriation bill. The leaders had arranged a programme by which the general debate on the bill should be confined to four hours, two hours on a side.

As soon as the Journal was read, on motion of the Boutelle, Chairman of the Naval Committee, the House went into Committee of the Whole, Sherman (R.) of New York in the chair, for the consideration of the bill. Boutelle stated that it was exceedingly important that the bill should be passed as speedily as possible. It was the most complete measure for strengthening the naval establishment ever reported to the House.

With this preface, Boutelle entered upon a detailed explanation of the bill, and the increase and extraordinary provisions it carried. In the course of his remarks he replied to what he termed an "extraordinary slander" upon himself which appeared in a New York paper yesterday, charging him with responsibility for the lack of engineer officers in the service.

At the conclusion of Boutelle's remarks he attempted to arrange a time for closing general debate. He suggested 5 o'clock to-night, but there was a chorus of protests, whereupon he moved that the committee rise for the purpose of fixing the time at which the debate should close.

The motion was hotly contested, but it prevailed by a narrow margin—33 to 88.

Several Republicans voted with the Democrats. Speaker Reed himself marched through the tellers.

When the committee rose, Boutelle moved that general debate be closed at 5 o'clock.

Richardson (D.) of Tennessee moved to amend the motion by making the hour 4 o'clock to-morrow, but the Chair declined to recognize the motion, accepting the statement of Boutelle that he intended to move the previous question on the motion.

The latter motion was put after some sharp parliamentary wrangling. The motion for the previous question was defeated—91 to 92.

Thereupon Boutelle demanded the ayes and nays, for the purpose of putting on record the Republicans who refused to vote to sustain his motion.

Before roll-call was concluded a compromise was reached, by which it was agreed that the general debate should close at 1 o'clock to-morrow.

The session of the House was then extended to 6 o'clock to-night. This arrangement was ratified, and then the debate proceeded.

Myer (D.) of Louisiana, one of the members of the Naval Committee, then took the floor. Myer, after referring to the extraordinary circumstances under which the naval bill came up for consideration at this time, said that the theater of war is quickly coming to place us in a position of defense. It is large enough for peace purposes, and can easily and quickly be expanded in event of war.

"But," said he, "you cannot improve a navy, even with \$50,000,000 or \$100,000,000 placed at the discretion of the President. You may have an ample supply of officers, yet even these require experience in the handling of ships and in habits of command. Nor can you make a sailor as quickly as you can a soldier. Still less can you improvise a man-of-war's crew with a thorough knowledge of all discipline and training to make them effective in a sea battle. A battleship or armored cruiser is not built in a day, any more than Rome was not even in the old days of wooden ships, and a war fleet be improvised or built expeditiously.

"It is obvious that to wait for a war, and to await naval preparations until

war actually arrives, in the hope that a disparity in naval force can be speedily corrected, is an idea unworthy of rational and patriotic men. It is the very acme of human folly.

"So much has been said in the press and on the floor about the 'new navy' that the public have grossly overestimated its fighting capacity. True, I may assert that the ships we have are of the best, and our personnel active, keen and equal to the highest traditions of their predecessors. It is indeed a powerful navy, compared with the best fleet of wooden ships that the United States or any other nation ever possessed, but it is far inferior to the present navies of France, Germany and Russia. It is a very small navy compared with that of Great Britain. It is inferior to the navy, a country nearly bankrupt, with about one-third of our population, and still more inferior in wealth and the interests she may be called on to defend.

"There are only four battleships of the first-class and two of the second-class in our navy, compared with the fleet at the bottom of Havana Harbor, the victim, probably, of an assassin's foul act, whose instigators, whoever they may be, evidently took no thought from the words of the English statesman, that 'assassination has never changed the history of the world.'"

"Now then, we have five more of the first-class now being built, and these, the Secretary tells us, will not be ready before the latter part of 1899, say eight or twenty months from now. Even the torpedo boats—an essential part of our system of coast defense—will not be ready for a considerable time to come.

"Holding these views as to our duty and the public necessities, I welcome the exceedingly modest and reasonable addition of three battleships and six torpedo boats to the fleet, and more destroyers proposed by the bill. With equal satisfaction do I hail the steps which propose to give our warships adequate docking and repair facilities along the Atlantic, Pacific and Gulf Coasts.

"The fifty million appropriation unannounced by the President is not only a declaration of our purpose to stand by the country in time of war; it was also a confession by Congress that we are lacking, sadly lacking, in preparation for war, and that whatever money, freely voted, would do to give for our past neglect, but if war is necessary, let it come quickly." (Applause.)

Dayton (R.) of West Virginia, a member of the committee, in discussing the bill, spoke feelingly of the Maine explosion. "But the blowing up of the Maine," said he, "is a mere incident compared with the Cuban and other horrible tragedy which is transpiring daily before our eyes, and which we, as a great and enlightened nation, insist must stop. (Great applause.) Two hundred and fifty American sailors have gone down in Havana harbor; 250,000 more, mostly women and children, are being starved to death. We do not know that Spain blew up the Maine, but we do know that she is responsible for the deadly murder in Cuba. This thing must cease; I hope without war, but if war is necessary, let it come quickly." (Applause.)

Arnold (R.) of Pennsylvania discussed for a few minutes Spain's responsibility for the blowing up of the Maine. When he declared that arbitration would not be accepted by the American people, there was a round of applause. Our flag, he stated, had been insulted, and our honor was at stake.

Tate (D.) of Georgia, a member of the committee, and Driggs (D.) of New York spoke briefly, the former contrasting the enormous extravagant expenditures of the present day with the frugality and economy of the early days of the republic.

Fox (D.) of Mississippi spoke of the general conditions in the country, and Low (D.) of New York, in comparing the navies abroad with those of this country, said that had the steps now being taken to increase the navy been taken years ago, it might have saved the lives of our sailors on a more equal footing.

Skinner (Pop.) of North Carolina referred to the war preparations, and said almost every country in Europe was voting money to augment its military establishments for possible conflict, and that Spain was "having its desperate credit in every market to secure means for defense."

The other speakers were Fitzgerald (D.) of Georgia, Kitchen (D.) of North Carolina and Osborne (D.) of Wyoming. At 5:55 p. m. the House adjourned.

NAVAL MILITIA.

Those in New York and Massachusetts Called Into Service.

BOSTON, March 24.—A dispatch to the Herald from Washington says: For the first time the militia is called into service and the Governors of Massachusetts and New York are requested to direct their naval militia to assume charge of the monitors assigned yesterday for the protection of the harbors of Boston and New York, in conjunction with the United States Fish Commission, sent to Governor Wolcott of Massachusetts and Governor Black of New York, for transmission to the commanding officers of the naval militia, inform them that they will be directed to assume charge of two monitors assigned to each of these States, to assist in the second line of defense.

The Boston men will be sent on board when the Monitors Catskill and Lehigh arrive, and the New Yorkers may proceed to Philadelphia and take their two ships around. A naval officer will be in command of each monitor, and under him will be naval militia officers and sufficient seamen from each organization to give the ships their complements.

Instructions have also been set to the Western organizations to hold themselves in readiness for transportation to the East, where they will be sent aboard auxiliaries, and with what regular sailors can be procured, are to comprise the crews. Illinois and Ohio have large well drilled militia organizations and these will be first drawn on.

Scholarships at the University.

BERKELEY, March 24.—The holders of the Levi Strauss scholarships in the University of California have formed a society. When the State decided to establish twenty-eight scholarships in the seven Congressional districts, Mr. Strauss offered to duplicate the number, and advanced the requisite money to carry out his intentions. The result is that, with the State and Hearst scholarships, there are now seventy-four students, about equally divided in regard to sex, attending the university who would otherwise be unable to go through college.

THE KEARSARGE AND KENTUCKY.

Two More Fighting Machines Added to Our Fleet.

Successfully Launched at the Newport News Ship Yard Yesterday.

Are Both Formidable Battleships, Embodying in Their Design and Construction the Highest Development Up to Date in Offensive and Defensive Warfare.

NEWPORT NEWS (Vt.), March 24.—The first great battleship launched from a private yard in the South kissed the water in the James River at Newport today at the immense plant of the Newport News Shipbuilding and Dry Dock Company. At 11:35 a second ship, the exact counterpart of the first one, except in name, followed. They were christened respectively the Kearsarge and the Kentucky, broad and historic names that have long represented in the splendid fighting machines put afloat to-day.

"The ship of the nation" was launched first, and long before the hour announced for the ceremony 18,000 people were pushing and jostling around the powerful hull of the Kearsarge. The Kearsarge was known in the shipyard. Just before the preliminary preparations were finished the christening party arrived, and was conducted through the vast throng to the gaily decorated stage at the bow of the Kearsarge. The party was composed of Messrs. B. B. Orcutt, President of the Newport News Shipbuilding Company, Mrs. Herbert Winslow, sponsor for the Kearsarge, and her maid of honor, Miss Margaret Eastman of Washington; Miss Christine Bradley, sponsor for the Kentucky, and her maid of honor, Misses Mabel Cateswood, Lillian Stege, Sallie Bronston, Abbie Ballard and Alice Castleman, all of the Blue Grass State; Miss Anna Webb of Paducah, Ky.; Mrs. William O. Bradley, Governor Tyler of Virginia and staff, and a number of State officials of Kentucky.

The christening party then proceeded to the bow of the Kentucky. This ceremony was an exact counterpart of the former except that Miss Christine Bradley broke a cut glass bottle of water from the spring on the bow of the Kentucky, and said "I christen thee, Kentucky."

Then, as the vessel started down the ways, several bottles of Old Bourbon whisky were hurled against her sides by Kentuckians who were opposed to the water christening. Water from the christening party was gaily tossed from the Kentucky as she was launched, and she was christened as she was launched.

Both launchings were successful in every particular. The invited guests and distinguished visitors then boarded the steamer Newport News and proceeded to Old Point, where the shipyard officials tendered a magnificent banquet. Covers were laid for 600 persons. It was entirely informal. Among the toasts responded to were "Kentucky," by Governor Bradley, and "Virginia," by Governor Tyler.

In his speech Governor Bradley declared that the people of Kentucky "earnestly desire that the nation shall intervene to prevent further atrocities upon the suffering people of Cuba; and if the investigation should justify, to avenge the death of our sailors, not only by demanding an indemnity in money, but an indemnity in blood."

Of the ship Kentucky he said: "No ship has ever been christened as it has been. Not according to the custom of pirate vikings, clad with the skins of wild beasts, but with sparkling water from the spring which quenched the thirst of him who gave to Goddom a race and saved our country from destruction. Purity and patriotism have to-day been blended in the christening of the ship which I predict will win more fame, gather more laurels and accomplish more good than any that has ever swept the seas."

There are larger battleships afloat on the ocean than the twin sisters Kearsarge and Kentucky; there are even larger armored cruisers in the British navy, such as the splendid Powerful and Terrible, yet it is doubtful whether any present naval commander, even leaving out of his calculations the superior fighting qualities of the American sailor, would care to venture a hostile meeting with one of these steel bulldozers of the seas; for the new American battleships embody in their design and construction the highest development up to date in the offensive and defensive warfare that the great game of naval strife would be played on the coast line of the United States.

Into their broad hulls are packed all of the engine power, the armor and the ability to concentrate in a floating structure that is able to seek a base of operations, a supply of fuel and ammunition and an opportunity to heal wounds received in battle. Larger ships, those of deeper draft necessarily, are fighting range, and it is considered was always kept in mind by Chief Constructor Hiebhorn when the Kearsarge and the Kentucky were planned. That is the explanation of the fact—a new

one in naval design—that these ships, with a displacement of 11,525 tons, draw only twenty-eight feet six inches of water, less than the armored cruisers New York and Brooklyn, which would not combine to equal in combat to one of the battleships. Light draft on heavy displacement is only one of the many valuable qualities of the battleships, though by no means the least.

THEIR ARMAMENT. Save the Indiana class, they carry the heaviest batteries in accord with modern naval practice, and with primary batteries fully equal to that class they mount secondary guns in such fashion as to make the combination almost unequaled in naval architecture.

The big rifles, four in number, are mounted in two turrets, one sweeping the entire sea from directly ahead, fully half way astern, the other with equal range, placed so as to command the sea from either low straits or astern. These are of thirteen inch caliber, yet the British navy now confines its guns to twelve-inch. In inches the difference seems small, yet the American gun has about 25 per cent. more power.

At this point in the armament of the ships the American designers have embarked in a bold and enterprising experiment, the result of which will be awaited with interest by the whole maritime world. Instead of descending at one move from the heavy primary battery to the small caliber rapid-fire guns, as is done in the case of cruisers, it has become the custom of naval architects to interpose a battery of medium caliber guns, six or eight-inch guns for instance, and these are placed in smaller independent turrets about the ship. It occurred to the American designers that if they could dispense with the weight and space-consuming machinery attached to these turrets, such as the turning engines and machinery, independent ammunition hoist shields and the like, much more engine power could be placed in the hull of the ship and much more armor could be carried. They solved the problem by rigidly attaching the smaller turrets, each containing one or two medium caliber rifles, to the top of the big thirteen-inch turrets. The plan had another advantage than weight-saving. Theoretically, it tended to a terrible concentration of the fire of the ship. Probably the draft does not float that would survive the awful impact from the four or one of these combined turrets upon one small section of its hull, and because they are trained in unison their projectiles must strike close together.

Moreover, it is skillfully disposed, so as to make every ounce of steel count for the protection of the crew. Mounted in turrets are seventeen inches thick fifteen inches in the rear, where they are less liable to be struck because in action the guns are supposed always to be turned toward the enemy. The smaller turrets above, for a distance of nine inches in thickness from eleven to nine inches.

To make sure no stray shot strikes the ammunition hoists leading from the magazines to the turrets, the former are enclosed in tubes of hardened steel fifteen inches in thickness. Mounted in this fashion the guns are almost invulnerable, from the eight-inch rifles mounted high in the air with good range and capable of piercing the walls of most armored ships at fighting quarters, to the big thirteen-inch guns that can project their armor-piercing shot a dozen miles across the sea.

AUXILIARY BATTERY. The combination battery is supplemented by a numerous auxiliary battery of smaller guns perched on every convenient point of the superstructure. All are rapid-fire or machine guns, for the lessons taught in the Chino-Japanese war of the terrible power of guns of this type. About four motions suffice to load, discharge and reload one of these guns, and in rapidity of fire they are equal to three of the ordinary navy breech-loading guns. The largest are five-inch caliber, fourteen in all, sheltered behind six-inch steel walls to minimize the effects of an extreme shell in any compartment. Then there are six-pounders, one-pounders and Gatlings, mainly for the warm reception of hostile torpedo boats or to clear a deck or an open porthole or carthwork.

To facilitate this some of the machine guns are placed high in the military tops, where they can rain bullets down below. To protect the hull, which carries all of this offensive power, six-inch and one-half inches of armor is placed along the sides, dipping four feet below the water line, and numerous heavy bulkheads are disposed to prevent any shot that may enter from traversing. The engines, the vitals of the ship, are covered by an arched steel deck two and three-quarter inches thick, placed on an angle calculated to deflect and throw upward any projectile.

PROPELLING POWER. Under that deck lies 10,000 horse power of boilers, engines and other machinery capable of pushing the vast hull through the water at the rate of at least sixteen knots, a good speed for a freight train on land, and besides there are no less than eighty smaller engines to hoist anchors, pull up boats, drive dynamos and otherwise help the crew. The big turrets swing noiselessly and quickly by electricity, the largest application yet made of electric power in this way, and everywhere in the ship, from winches and ventilators to lighting and telephony, the electric fluid plays a useful part.

The Kearsarge and the Kentucky are 328 feet in length, 72 feet 5 inches beam and 23 feet 6 inches draft. They carry normally 410 tons of coal, but may take aboard 1,210 tons, and 511 officers, sailors and marines are required to navigate each of them.

Left for Washington.

LOS ANGELES, March 24.—United States Senator White leaves this afternoon for Washington. In an interview to-day he said he did not know whether there would be a war with Spain or not, but he thought it better to be in Washington. He has been here for some time on private business.

Rates for Convention Delegates.

SAN FRANCISCO, March 24.—The Southern Pacific Company offers a special one-third rate return ticket from all points on its lines to delegates to the State conventions of fruit-growers to be held in Los Angeles on April 11th, and Riverside on April 14th.

THURSTON'S PLEA FOR THE CUBANS.

Speaks by Command of Silent Lips

For the Thousands of Famishing Reconcetrados.

Vivid Picture of the Horrors Being Enacted in the Island.

Declares That the United States is the Only Power Which Can Intervene, and That the Time Has Come For Action.

WASHINGTON, March 24.—A scene dramatic in the intensity of its interest was presented in the Senate to-day during the delivery by Thurston of Nebraska of a speech on the Cuban situation. Not since the inauguration of President McKinley have so many people been on the Senate side of the Capitol as were there to-day. The galleries were packed with people, many of whom had arrived at the Capitol as early as 9:30, in order to obtain seats. Even the diplomatic gallery, which is rarely occupied, was filled, among those in it being Senor Mendonca, the Brazilian Minister, and party; Ex-Secretary of State John W. Foster and Mrs. Foster, and many ladies and gentlemen from the various foreign legations.

Within a few minutes after the Senate convened every Senator who could be present was in his seat, and by the time Thurston began his speech dozens of members of the House were either standing or occupying chairs in the arena without the semi-circle of seats.

A jar of roses had been placed on Thurston's desk, but he spoke from that of Hawley, in the central part of the chamber. His first sentence, "I am here by command of silent lips"—a delicate and touching reference to the loss of his wife on his memorable trip to Cuba—commanded instant attention. A hush fell over the great audience, which hung with almost breathless attention and interest upon every word.

Some surprise has been expressed that Senator Thurston should appear in public prominently so soon after the death of Mrs. Thurston, but the first sentence of his speech furnished a key to his action. It is true that Thurston's speech to-day, viewed from one standpoint, was an unusual proceeding, but it was justified by the conditions attending it.

Mrs. Thurston's dying request to her



SENATOR JOHN M. THURSTON.

husband was that he should lose no time on account of her death to do his utmost to save and free Cuba and its people. In accordance with this request, therefore, Senator Thurston sacrificed his personal feeling, and delivered his speech—a speech that was a tribute to the memory of his wife. Without knowing the motive which animated Thurston and inspired him to his best efforts, his auditors instinctively realized and sympathized with his emotion. The speech was very generally regarded as a masterly one, and even those who could not agree with his conclusions conceded the power of his oration. As he neared the end of the speech his voice, which had been clear and ringing, noticeably broke. He was almost overcome with emotion, but rallied with an effort and closed in a manner that thrilled his audience.

Staid and dignified Senators turned away and wept, and in the galleries tears welled to hundreds of eyes. It was a remarkable scene, and the stillness until the last word had been pronounced was as of death itself.

As Thurston sank into his seat and buried his face in his hands, the galleries were swept by such a tumult of applause as has not in a long time been heard in the Senate chamber.

As a brother might have done, Allen, Thurston's colleague from Nebraska, (Continued on Seventh Page)