--Part One--

THE SUNDAY JOURNAL.

--Pages 1 to 8--

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We have twenty dozen Star Shirt Waists, worth $1 and $1.25 each, in pretty patterns in Percales. The sizes are broken, and to close them quickly we offer them at

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Plenty of 4, 5 and 6-year, and 11, 12, 13, 14 and 15-year sizes, but not so many of the others.

On sale Monday morning. Early buyers will pick up some exceptionally good things.

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GUKENHEIMER RYE

At 79c Full Quarts.

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We are prepared to make loans at 5 and 5½ per cent. on good business property.
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AN AMERICAN ARMY

TO BE LED BY BALLINGTON BOOTH AND HIS GIFTED WIFE.

Steps Taken That Will Split the Salvationists in This Country—Resignations of Officers.

NEW YORK, Feb. 29.—The World will publish the following to-morrow:

Ballington Booth is making plans for an independent American Salvation Army, of which he and his wife will be the leaders. He announced the decision to start such a movement yesterday, but it will be several weeks before he can tell just on what lines the work will be undertaken. The deposed commander said in regard to the matter: "I have received a very large number of letters and telegrams and messages from people in all parts of the country, many of them auxiliary members of the Salvation Army. The practically unanimous sentiment expressed in them is that Mrs. Booth and I should organize and lead an independent religious movement. Both Mrs. Booth and myself are strongly inclined to comply with these demands; in fact, may say that such an organization will be established. Considerable time is needed, however, to perfect the plans and details of such a widespread movement. It will be essentially American in character, and we have already received most cordial assurances of support from men and women of prominence in all walks of life. Although most of our former associates in the army have given their allegiance to the new commissioner, they are watching every move made by us with the deepest interest and concern. From many of them I have received messages assuring me of their personal devotion.

"Information reached me to-day of the resignation of Staff Captain Blanche Cox, in command of the Maryland division, with headquarters at Washington. She is undoubtedly the best special worker in the army, and her influence cannot be underrated. I may say that three more high officers, whose names will be surprising, will soon announce their resignations. Already seven secretaries of district auxiliary organizations in Eastern cities have resigned, carrying with them many persons who have hitherto been valued supporters of the Salvation Army. As to the property of the army which is still in my possession, it will be turned over in due time to those in power."

Ballington Booth has prepared a long statement in the form of a letter, which will be sent to-morrow to his former comrades. It relates to circumstances of the dissension among the leaders and emphatically denies that he resigned, but declares that he was, on the contrary, forced out of the army. "Threats were thrown out as to evidence supposed to be held against us," writes the ex-commander. "In place of calm and loving persuasions they spoke with bitterness, threats and cutting insinuations as to our motives. Oh, none will ever know the darkness of sorrow and the agony of disappointment with which we went out of our beloved national headquarters with the stinging words and the threatened curses on us and our little ones still stabbing our hearts."

Commander Eva C. Booth and her lieutenant, Col. Alexander Nicol, left their offices in the national headquarters of the Salvation Army in West Fourteenth street early to-night. They had been waiting all day to hear from Ballington Booth through counsel representing the former commander on the one side and the Salvation Army on the other, but up to the time of their departure to their respective quarters for the night, it was said, no information had reached them from Montclair, N. J., where the ex-commander is reported to be indisposed. Commander Eva C. Booth will confer with the officers to-morrow and will then proceed to Newark, where she will speak in the afternoon, returning to New York in time to preside at a meeting in Cooper Union at night.

CORBETT'S CHALLENGE.

As "Champion of the World," He Demands that Fitz Shall Meet Him.

FLINT, Mich., Feb. 29.—James J. Corbett last night sent the following to Robert Fitzsimmons:

"When I retired from the ring it was with the distinct understanding that if the championship was won by a foreigner I should reclaim it. I hereby reclaim the title, and, as you also claim it, wish to direct your attention to the fact that I have deposited $1,000 with Will J. Davis, of Chicago, for a match with you. Please cover it at once, and by so doing show that you are not again avoiding a fight with me as you did at Hot Springs. I will gladly meet you before any reputable club in this country or any other that can guarantee a fistic meeting between us, for as much money as you can raise or for a purse alone, immediately or in any reasonable time, but in any event you must deposit a sufficient monetary guarantee to insure your appearance in the ring at the time agreed on, I doing likewise. Now, let us have a meeting and no more criminations or newspaper talk. You are the one man in the world that I especially desire to fight, and I will meet you at any place you name to arrange a match. If you really believe that you are my fistic equal, prove it by your fists and not by bombastic newspaper talk. JAMES J. CORBETT,
"Champion of the World."

A DAY OF DISASTERS

FOUR MARINE ACCIDENTS IN AND ABOUT GOTHAM'S HARBOR.

American-Line Steamer New York Stuck Fast in the Mud a Mile South of Swinburne Island.

RUN ASHORE DURING A FOG

ALL CABIN PASSENGERS AND THEIR BAGGAGE SAFELY LANDED.

And the Big Ship Resting Easy in Her Bed, with Her Keel Buried Deep in the Bank.

STEAMSHIP AILSA SUNK

SENT TO THE BOTTOM BY LA BOURGOGNE, OF THE FRENCH LINE.

Latter Also Injured—Steamer George W. Clyde in Collision with the Guyandotte and Run Ashore.

NEW YORK, Feb. 29.—This has been a day of disasters about New York harbor. For nearly forty-eight hours a dense fog has hung over the greater New York district and made navigation almost impossible. Four steamships, it is reported, have come to grief owing to the mists that have spread over the waters hereabouts, but fortunately none of the accidents has been attended by loss of life.

The steamship Ailsa, bound for the West Indies, was sunk by collision in the Narrows this afternoon. A few minutes after being struck she went to the bottom and her passengers had a marvelous escape.

The American line steamship New York is aground in the lower bay and though her passengers were landed to-night the vessel may remain on the shoal where she is now imprisoned for several days.

At dusk to-night the Old Dominion line steamship Guyandotte, while passing in through the Narrows, struck the steamship George W. Clyde. The collision tore a hole of such dimensions in the Clyde that she had to be beached to prevent sinking. The latest report from the fleet that is groping about in the bay is that the steamship Advance is aground in the upper bay.

THE NEW YORK ASHORE.

Run Into a Sand and Mud Bank During a Fog.

NEW YORK, Feb. 29.—Once more the International Navigation Company has had a streak of bad luck with one of its steamers. Early this morning, during a thick fog, the fast ocean racer New York ran aground on the tail of the west bank, a mile to the south of Swinburne island and about a thousand yards west of the ship channel. Up to 5:30 o'clock this evening the fog had not lifted, and at that time it looked as if the weather would be thicker during the night. The first and second-cabin passengers, with their baggage, as well as the mails, were transferred by steamer from the ship to this city. The steerage passengers may be taken off later to-night, but it is more than likely that they will remain on board until to-morrow.

The Associated Press dispatched a representative on a special tug, with instructions to locate the New York, a task which was no easy one, considering that one could scarcely see two boat-lengths ahead through the drifting rain and thick fog. Navigation in the upper bay was a dangerous undertaking such weather. Shortly after 1 o'clock the lines of the big steamer, with her three smokestacks, loomed up dead ahead of the tug, and it was easily seen that the American liner was hard and fast in the sand and mud. There she lay, perfectly helpless and headed northeast. She drew seventeen feet aft and fifteen feet forward, leaving a space of nearly eight feet below her water line visible. One of the blades of the propeller on the port side was half exposed above water, and from her draught it would seem that she is imbedded about five feet in the muddy and sandy bank. The quickstep bell buoy bears east by northeast of the stranded steamer, and is is just possible that the pilot may have mistaken this bell for the one which is placed at the junction of the swash and ship channels.

When the tug drew up alongside the vessel the passengers crowded to the rails and said they felt no uneasiness and that there was no excitement on board. None of the officers nor the captain of the ship could be induced to make any statement in reference to the accident. The name of the pilot who had charge of the vessel at the time she grounded was also kept a profound secret. One of the passengers, Mr. Robert Woodhouse, of Grahamstown, South Africa, said that he was on deck at half past 3 o'clock this morning when the pilot was taken aboard. About an hour later the ship came to a sudden stop while he was in his berth. When he went on deck again he was informed that she was aground. It was raining heavily at the time and the ship was enveloped in a thick fog, which was so dense that objects on deck could not be seen more than twenty feet away. Mr. Woodhouse said that the passengers had taken the matter philosophically and were thankful that nothing worse had happened. Of course, there was a good deal of grumbling on account of the uncertainty of many of them reaching their destinations in good time, but on the whole they were a rather cheerful lot.

The Merritt Wrecking Company's boat, D. S. Arnott, immediatey dispatched one of its officers on the Arnott to quarantine to make arrangements for the transfer of the passengers and mails to this city. A number of boats were hurriedly dispatched to the New York. The work of transferring the baggage and mails was begun at 4 o'clock by about sixty men, who had been sent down from this city by the company. As soon as the mails and baggage of the cabin passengers had been lowered over the side the first and second-class passengers were transferred to the George Starr. The main gangway was lowered for their convenience, and they left the ship quietly without the slightest exhibition of haste or anxiety. When they were all safely aboard, the Starr got under way. As she left the side of the New York the passengers cheered lustily for the company, the captain and the crew. The Starr then headed for quarantine, where Dr. Doty was in readiness. The Starr then came on to this city and reached the company's dock at 7 o'clock, just about twelve hours later than if the accident had not occurred. The steamer John E. Moore arrived at the same hour with the baggage.

After the steamers had left the New York the wrecking company's derrick was placed alongside for the purpose of lightering the vessel and at the same time four of the company's tugs had lines to the New York's port and starboard bow. The wind changed at 5:30 from south to northeast and there was a heavy swell on at that time. The wrecking tugs are all in readiness to make an attempt to haul the steamer off at flood tide to-night. Captain Hank Williams, of the J. D. Jones, said this afternoon that he was doubtful if the ship could be got off without having her cargo removed entirely. If the attempt to-night is unsuccessful it is understood that the work of lightering will be pushed ahead as fast as possible in order to try and have the New York off in time to sail on her return for Southampton on her regular sailing day, next Wednesday.

This is not the first time that the steamer has been aground in the lower bay, as she was stuck in the mud off Romer shoals about six years ago and remained there three days. At that time she was owned by the Inman line and was known as the City of New York. The vessel is a great favorite with ocean travelers, as she is one of the fastest transatlantic liners and holds the westward record from Southampton of six days, seven hours and fourteen minutes, which she made in September, 1894.

When darkness set in to-night the vessel was lying on an even keel and stood perfectly upright without the slightest list.

Capt. C. F. Stannard, of the British army, said: "I lay awake about 4 o'clock and noticed that the engines had stopped and concluded that we were taking a pilot aboard. Then we went ahead slowly and I went to sleep. When I went on deck at 6:30 a. m. some one told me we were aground. There was not the slightest evidence of excitement even among the ladies and children. Some of the passengers would rather have stayed aboard the New York to-night, sooner than be transferred in the rain."

L. W. Wilson, of Brooklyn, said that he was on deck when the ship struck and she was proceeding very slowly at the time she struck.

Mr. Ecartin said: "We sighted the Sandy Hook light at 4:30 a. m., the ship going ahead at full speed. Then the engines were reversed and she went astern. Then we went ahead again and stuck fast. When we were transferred from the steamship to the tender we could see about five feet of red paint on the bottom of the New York and I think one of her propellers is broken."

P. G. Coblenzer, of Boston, and his friend, J. Oberdorfer, of Chicago, occupied stateroom No. 267. They complained that they were roused out of their berths at 4 o'clock and could not get any breakfast until 7:30. They also thought that they might have been brought up to the city much earlier in the day.

SUNK WHILE AT ANCHOR.

Steamer Ailsa Sent to the Bottom by La Bourgogne.

NEW YORK, Feb. 29.—The Atlas line steamer Ailsa was run down at 2:30 o'clock to-day by a French line steamer, supposed to be the Bourgogne, while anchored in the channel off Fort Hamilton. The steamer which struck the Ailsa pulled away from the vessel and disappeared in the mist. The Ailsa carried a crew of forty men, and there were fourteen passengers on board, three of whom were women. All escaped without injury, owing to the prompt arrival of a large tug belonging to the Merritt Wrecking Company.

The Ailsa left her pier in this city at noon, bound for Kingston, Jamaica. She was heavily laden with freight. A dense fog prevailed in the bay, and Captain J. W. Morris, as a precaution against disaster, decided to anchor his vessel until the fog lifted. He came to a standstill about half a mile off the Fort Hamilton shore. A pilot was on board, and both the whistle and the fog bell of the vessel were kept going at short intervals as a warning. The passengers had just finished dinner when the crash came. There was absolutely no warning. The big black hull of the French liner suddenly loomed up out of the mist and struck the anchored ship about forty feet from the bow, on the port side. The greatest confusion prevailed among the pasengers and crew. Captain Morris decided that he would try to beach his vessel, which commenced to fill rapidly. While he was preparing to do so the rescuing tug came, in answer to the Ailsa's whistles of distress, and took off the passengers and crew, who had taken refuge in the rigging. It was at first reported that one of the crew had been killed by the collision, but this was found to be untrue. Ten minutes after the last person had left the injured vessel, and twenty minutes after the collision, the Ailsa sank. Only her smokestack and spars are now visible. Some of the passengers were landed at Fort Hamilton, and returned to this city by way of Brooklyn, while the remainder came to New York on the tug and were landed at the barge office.

Following is a list of the passengers: George H. Pierce, Postmaster-general of Jamaica, who was homeward bound, accompanied by his wife; J. P. Cantrell and wife, Newark, N. J.; G. N. Douglas, Newark, N. J; J. W. Dey, Newark, N. J.; Watson Ryno, Newark; N. J.; J. P. Cumming, St. Louis; P. H. Hoyt, Washington, D. C.; A. L. Z. Cavasciti, Washington, D. C.; Mr. and Mrs. C. B. Miller, Brooklyn; Miss Anna Fitzgerald, Jersey City; C. C. Tietzens, New York; Harry Sugallo, C. B. Wheeler and R. H. Hoof.

The chief engineer of the ship was J. Wemerspoon, of Newark, N. J., and the purser was R. P. Luzmore. Captain Morris was not to be found when a reporter called at the office of the steamship company. Purser Luzmore was in the office, but was rather uncommunicative. He was unable to give an exact account of the collision, as he was not on deck when it occurred. All he could say was that the Ailsa was struck and sunk in twenty minutes.

THE COOK'S STORY.

The only member of the crew that could give a connected story of the disaster was the cook, George Murray, an intelligent Englishman of middle age. He said that the Ailsa had proceeded early to sea, but was fearful of meeting disaster in the heavy fog, which was very thick in the Narrows. The Ailsa anchored, and every now and then the blowing of the steam fog horn took place. The head of the Ailsa swung around so that it pointed northeast. "In that position she lay," said cook Murray, "when I went on deck to see the lay of things. It was raining 'cats and dogs,' and not a passenger was on deck; no one but the captain and the man on watch were there, and the fog was dense. Some time after this the Ailsa got a thundering bounce on the port bow that sent all things shivering and dancing below. Such a scattering was there then to get on deck. Every man tried to get up the companionway at the same time. When he did get up he saw that a big steamship was looming up over the side. But we had no time to waste. It was plain to see that the Ailsa could not last long. The water poured in the gash made by the French ship, as it does through a canalway when the gates are opened. The Ailsa quickly listed over, and all this time the crew and passengers were preparing to leave the Ailsa and go aboard the numerous tugs that were puffing and blowing in the Narrows. Thank heaven, all were taken off safely."

A. L. Z. Cavascitl was a passenger on the Ailsa. When seen to-night at the Astor House he said: "I am on my way to South America on a gold mining expedition, going first to Jamaica. I took passage on the Ailsa. There were fourteen passengers and thirty-seven of the crew. When off Quarantine we ran into a dense fog and came to anchor off Fort Hamilton. We rang bells and gave warnings at intervals. Suddenly there was a terrific crash and the ship trembled. We had been run into by one of the French liners. We found that six to ten feet of our bow had been cut off below the water line. On account of the airtight compartments we did not sink at once. A tug, the Harold, lying off Fort Hamilton, started to come to our rescue. Ten minutes after the collision the Ailsa began to founder. We all took to the rigging. The women acted admirably. There was no screaming, but they were nearly frightened to death. Six of the crew took the lifeboat and went ashore at Fort Hamilton. One lady and one gentleman jumped overboard and were rescued. The tug Harold played about us twenty-five yards distant, not daring to come nearer for fear of the suction. In three minutes more the Ailsa was under water. Then the Harold came alongside and all with the exception of three were taken safely aboard and were rescued by another tug. The captain and officers of the Ailsa were as kind as possible to all on board. After running into the French liner water. Then the disappeared in the fog. She sounded no warning and we knew nothing of her presence until she struck us. Had our ship turned over at the time she sank nothing in God's world could have saved any of us. As it was, the escape of all the passengers was a marvel. The tug came to our rescue just in time. Never before in time of danger have I seen women as cool as those on board were, although I believe every one of them was silently murmuring a prayer for the safety of us all.

"The actions of the French steamship are hard to understand and we were all barely saved from a watery grave within hearing almost, of the shore."

The Ailsa was an iron vessel of 2,200 tons burden and was one of the crack ships of the line.

The Press says that the steamship La Bourgogne was so badly hurt in the collision that she had to lay to off Fort Wadsworth and late last night she was reported as getting ready to return to this city for repairs.

The Bourgogne will return to her dock, weather permitting, at 6 o'clock this (Sunday) morning. This word was received by those in charge at the French line dock late last night. It was said there that it was not known by whose order the vessel returned, but that doubtless Captain Poirot thought it best to return because of the collision. It was also stated at the dock that the Bourgogne was not damaged in the slightest, and that the passengers would not disembark.

ANOTHER COLLISION.

Steamer George W. Clyde Run Into by the Guayandotte.

BROOKLYN, Feb. 29.—Hardly had the steamer Ailsa disappeared from view in the waters of the Narrows than two other steamers came in collision hardly three-quarters of a mile from the scene of the first accident. The George W. Clyde, of the Clyde steamship line, was run into by the Guyandotte, of the Old Dominion line fleet, and had to be run ashore in order to prevent her from sinking. She was beached on the Fort Hamilton shore in the Narrows. The accident occurred about 5 o'clock. A thick fog prevailed at the time. The Guyandotte bore down upon the Clyde and tore a hole fifteen feet wide in her side. Three tugboats happened to be in the vicinity and all of them made at once to the scene. They tied fast to the disabled vessel and backed her into the shore. They were helped by the steamer's engines and the speed of the vessel was so great as she approached the shore that she was jammed in for quite a distance. She is now resting on a sandy bottom in less than fifteen feet of water. No attempt will be made to float her until morning.

Wrecked in Midocean.

VICTORIA, B. C., Feb. 29.—A private dispatch from Gibraltar brings news of the wreck in mid-Atlantic of the steamer St. Pierre, which was on her way from Halifax to Victoria, having been recently purchased by the Canadian Pacific Navigation Company, of this city, for the west coast route. She was in command of Captain Sears, of Victoria, and, in fact, all her officers were from this city. The vessel foundered at sea. The crew were picked up by a passing steamer and taken to Gibraltar. The St. Pierre left Halifax on Feb. 13. She was considered an unusually good sea boat, having been built to contend with storms on the Gulf of St. Lawrence. She was fully covered by insurance.

The Missouri Scuttled.

LONDON, Feb. 29.—The Atlantic Transport Company's steamer Missouri which put into Falmouth a week ago while on her way to Philadelphia, with fire in her forehold, has been scuttled and sunk after discharging her damaged cargo of jute at Swansea. The flooding of the hold in the efforts to quench the flames resulted in grounding her. The damages to boat and cargo are estimated at $50,000.

The Point Loma Wrecked.

WASHINGTON, Feb. 29.—A telegram received at the life saving bureau states that the steamer Point Loma was wrecked six miles north of Cape Disappointment station, State of Washington. The crew and passengers, seventeen in all, were saved with surf boats and life raft.

Movements of Steamers.

BEYROUT, Feb. 29.—Arrived: Fuerst Bismarck, from New York (on cruise.)

LIVERPOOL, Feb. 29.—Arrived: Nomadic, from New York.

WORK OF WRECKERS.

Passenger Train Thrown Off a Trestle and Two Men Killed.

MACON, Ga., Feb. 29.—The Southern railway south-bound passenger train was wrecked seven miles below this city. The train wreckers moved an entire rail from the trestle over Stone creek. A freight that was following is on the passenger wreck. Baggagemaster T. W. Whippler and fireman Robert Mercer were killed. About twenty people were hurt, but not seriously. Both trains were badly damaged.

WILL GO TO GREECE.

Boston Athletes to Compete for Prizes in the Olympian Games.

BOSTON, Mass., Feb. 29.—At a meeting of the athletic committee of the Boston Athletic Association last night it was voted to send a team to compete in the coming Olympia at Athens, Greece, in May. The men selected to represent the B. A. A. and probably all America, as no similar action has been taken by any athletic organization in America, will consist of Tom Burke, Arthur Blake, E. H. Clarke or F. W. Lord and Tommy Curtis. Mr. Sloane, of Princeton University, has had the matter of American representation in the Olympia in charge.

The B. A. A. team will be entered in the long and short-distance running events and the broad and high jumping and putting the shot. Blake will enter the twenty-mile run between the cities of Athens and Marathon. Tom Burke is the present 440 yards world's champion, and is considered the best athlete on the team. E. H. Clarke, of Harvard, an all-around athlete, will enter the high jump, the broad jump, throwing the hammer and putting the shot. Arthur Blake will enter the mile, the mile and a half and other running races. F. W. Lord's specialty is the hurdles. T. P. Curtis has done remarkably well in the hurdles and the short distances. The team is expected to leave for Europe March 24. The first day of the Olympic games is May 5. The expenses of the trip will be borne by the B. A. A., the money to be raised by subscription.

Fitz and Maher Spar.

NEW YORK, Feb. 29.—One of the liveliest three-round exhibition bouts ever seen in this city was given in Madison-square Garden to-night by Bob Fitzsimmons and Peter Maher. It was truly a friendly contest. Fitzsimons was the first to appear, Maher following a few minutes later. Both were loudly cheered, and Fitzsimmons was presented with several floral pieces. There were about 5,000 people present. Before the attraction of the evening was put on Maher complained of his eyes, and said they were still in bad shape. When the men jumped into the ring Fitzsimmons went over to Maher's corner and grasped the Irishman's hand warmly. The three rounds did not last more than three minutes, but many stiff punches were exchanged and both men appeared very active. The four preliminary bouts were very tame.

Cincinnati "Reds" Going South.

CINCINNATI, Feb. 29.—Manager Bancroft and "Bid" McPhee, of the "Reds," leave for New Orleans to-morrow morning, Captain Ewing and the team following Thursday morning, March 5. The first game will be played at New Orleans Sunday, March 8. The team will practice in New Orleans until March 29, then start north, playing Montgomery March 30 and 31; Birmingham, April 1 and 2; Nashville, 3 and 4, opening at home Easter Sunday, April 5. All members of the team have signed and will report in Cincinnati March 4. Among the players going with the team are Fisher, Dwyer, Gastright, Ehret, Foreman, Raines, Davis, Pietz, Vaughn, Gray, Irwin, Smith, Hoy, Holliday Miller and Burke.

Promoter Stuart Bobs Up Again.

DALLAS, Tex., Feb. 29.—Dan Stuart will attempt to bring off a fight between Corbett and Fitzsimmons, and to this end wired Julian and Brady. Stuart named November as the time and guarantees a battle ground and a purse of $12,000. Brady replied: "November is too late. Make the date earlier. We prefer to fight in America, if possible." Julian says: "Corbett must fight Slavin and Maher before I will match Fitzsimmons against him. Let him prove that he is a fighter and then we will give him a chance." Both telegrams bear a New York date.

WHAT WILL SPAIN DO?

SPECULATION AS TO HER COURSE IN REGARD TO THIS COUNTRY.

Will She Resent the Cuban Belligerency Resolutions or Will She Pocket the Implied Rebuke?

COMMENT OF MADRID PRESS

SAUCY LANGUAGE USED BY SOME OF THE NEWSPAPERS.

El Liberal Would Rather See Spanish Soil Drenched with Blood than Submit to the Affront.

SENTIMENT IN ENGLAND

LONDON AFTERNOON NEWSPAPERS INCLINED TO BE BLUSTERY.

Difference Between the House and Senate Resolutions—Progress of the War in Cuba.

LONDON, Feb. 29.—The newspapers of Madrid are getting very wrathy at the action of the United States Senate, and the evening newspapers of that city express themselves in even more violent language than their morning contemporaries. They say that, apart from the resolution, the language used during the debate in the Senate has made a painful impression. It is averred that the allegations of the Senators are wholly false, and that the insurgents have no organization, are not masters of a single town, and as for their conduct, it is maintained that they have massacred the helpless, and burned, destroyed and pillaged plantations and railways. On the other hand, it is maintained that the Spaniards have respected all prisoners, and to call them barbarians is regarded as an unprovoked and unjustifiable insult.

The Correspondencia asserts that the vote of the United States Senate on the Cuban question has created a profound impression in Madrid, adding: "The extraordinary majority shows that the Senate is entirely hostile. The United States' recognition of the rebels is a graver event than has happened to Spain for a long time."

El Liberal devotes an article to showing that "nothing is more unjust and more opposed to law than the recognition of the rebels, who are only bands of filibusters, and who do not represent the Cuban people, of whom a majority are faithful to Spain. The are merely the factions of a savage, incendiary minority which is striving to obtain booty by pillage. Such a minority cannot change the power established by a nation supported by historical rights." The article concludes with the declaration that the "pretension of the chambers at Washington in begging President Cleveland to interpose his good offices for the recognition of Cuban independence is inconceivable. Against such an attack on the sacred cause of the country, Spain will not be found wanting in the supreme energy and vitality of resistance, and Spanish soil will be drenched with the fruitful blood of those who have never submitted to the affront of any foreign intervention."

Other newspapers express themselves in about the same terms, or demand "what right has the United States to meddle in affairs which are the exclusive concern of Spain?" The Imparcial says that the international situation is very grave, adding that the recognition of the Cubans as belligerents by the United States involves the danger of daily conflicts. The Imparcial also accuses the Spanish Premier, Senor Canovas del Castillo, of "excess of patience before Yankee pride." "Spain," continues the Imparcial, "must prepare for every eventuality. Our maritime resources are not great, but we have not before us a gigantic naval power. Our humility has been badly construed, and our enemy, instead of being appeased, thinks she could treat Spain as she could Turkey. A firm and resolute attitude would have gained us more consideration, for we are not so weak as to render our hostility indifferent to a trading people which have no warlike qualities. Moreover, Spain is not isolated in Europe."

The Epoca, commenting upon the situation, said: "We do not fear the aggressions of our enemies upon our coasts or upon the coasts of Cuba. The Spanish government will take all the necessary measures to defend our rights in Cuba. Spain will put down this rebellion without heeding the expressions of bad taste uttered by the friends of filibusters."

El Heraldo, in an editorial, says: "The irritation increases in all minds in consequence of the vote taken by the American Senate." The same paper, in other columns, predicts large popular agitations in Spain in consequence of the existing trouble in Cuba and possible complications between the United States and the Spanish government.

Senor Canovas del Castillo, President of the Spanish Council, in an interview today, on the recent action of the United States Senate and the prospects for future legislation in America on the subject of Cuba, said: "Up to the present time President Cleveland has acted correctly, no matter what may be said of the resolutions passed by the United States Senate."

Senor Sagasta, former Minister, said: "Spain should act with energy and prudence. I most fear the bad example of America's action, and the effect it will have upon the rebels."

Senor Moret, Foreign Minister under Senor Sagasta, a well-known leader of the Democratic Liberals, said: "I believe we now find ourselves in the presence of the greatest calamity which could possibly befall Spain."

Senor Emilio Castelar, the famous Spanish Republican, said: "The circumstances are indeed most serious. We of Spain must not do anything to contribute to the complication."

Senor Pidal said: "The occasion demands calmness. America has no pretext for the recognition of the rebels, according to all the usages of international law. The Cuban insurrectionists are veritable bandits and anarchists."

Nearly all the members of political parties decided to support the existing government Ministry. All of the leaders agreed that it would be necessary to act with great prudence and energy, and that Spain should prepare for all emergencies.

THE LONDON PRESS.

Comment of Afternoon Papers on the Senate's Action.

LONDON, Feb. 29.—The Cuban resolutions passed by the United States Senate have had a mixed reception here. There has been considerable feeling in favor of Cuban home rule, although many distinguished personages and influential organs are afraid to advocate it for fear of reawakening the apparently slumbering agitators of Ireland. The Echo, however, comes out flatfooted on the subject and says: "The resolution will be warmly approved by civilized mankind. There is not a shadow of doubt that President Cleveland will promptly act in accordance. For more than a year Cuba has been a hell on earth, and the Spanish and Turks are on a par so far as atrocities are concerned."

The Westminster Gazette this afternoon, commenting on the resolution, says: "It is difficult to think of Spain knuckling down even to the United States, especially at a time when she has just defied American feeling by appointing a man with such a reputation for severity