OFF FOR THE REVIEW.

Philadelphia, Baltimore, Yorktown, Vesuvius and Cushing Sail.

Will Reach the Hampton Roads Rendezvous To-Morrow.

Imposing Naval Procession Down the River and Bay.

Five of Uncle Sam's finest war vessels left the Brooklyn Navy-Yard this morning for Hampton Roads, Va., the rendezvous for the coming Columbian naval review. They were the Philadelphia, Baltimore, Yorktown, Vesuvius and Cushing.

Rear Admiral Bancroft Gherardi was in command of the fleet, which forms a considerable portion of the North Atlantic Squadron.

The weather could not have been better for an auspicious start. The Navy-Yard was almost deserted at 7 o'clock, the hour set by Admiral Gherardi for the departure.

The few people present had congregated along the docks, on the main channel, and watched the big ships prepare to get away. Several of the departing officers' wives and families arrived in time to wave a parting salute.

At precisely 7 o'clock the signal to cast off moorings was hoisted on the flagship Philadelphia, which cast off her stern lines. The yard tug Narkeeta pulled her clear of the long dock, at the foot of Main street, and the tide carried her out gracefully into the East River. She swung around as if on a pivot.

While the Philadelphia was getting under way, the little torpedo boat Cushing, painted a dark slate color, shot out of Whitney's basin and whizzed by the larger vessels of the fleet like an arrow. She was greeted with applause from all the sailors on all the ships.

The Philadelphia gained headway very fast. As she passed the coaling dock, where the Baltimore lay, she displayed the signal "237," which signifies "Follow in close order."

The Yorktown, looking a trifle larger than a good sized steam-yacht, broke away from the Cob Dock in fine form, and was soon in the wake of the flagship.

The Vesuvius was to have been the next vessel in line, but did not follow the programme. She was moored at the Cob Dock, just above the little ferry that carries workmen from the main yard to the Cob Dock.

Suddenly a vigorous signalling was begun between the officers of the Baltimore and those on the Vesuvius. It was to the effect that the Vesuvius was in trouble and would follow as soon as she could.

The Baltimore, with the assistance of the tug Narkeeta, got under way and left the Vesuvius behind.

Investigation revealed the fact that the Vesuvius had fouled a hawser, and was having a hard time getting clear. The tug Narkeeta gave a helping hand. By a vast amount of pulling and hauling, bungling and awkward movements generally, she was able to back out of the channel into the river.

The ships never presented a finer appearance. All, excepting the Cushing, had been newly painted a pure white. The funnels were resplendent in new coats of a deep cream color.

The bright work had been highly polished and reflected the morning sun in a dazzling manner.

It is not often that five war vessels leave the Brooklyn Navy-Yard in company. None of the fleet ran aground in getting away this morning, and barring the accident to the Vesuvius the officers did themselves proud.

When the ships arrived in the lower bay they formed in the regulation order, the flagship Philadelphia leading, with the Cushing dancing under her port guns. The Yorktown came next, followed by the Vesuvius, the Baltimore brought up in the rear.

As the war ships passed down the bay they were greeted by the shrill whistles of the river craft.

Admiral Gherardi's pennant floated from the Philadelphia. His staff was with him on that vessel. It is made up as follows:

Capt. William R. Bridgeman, Chief of Staff; Lieut. W. P. Potter, Flag Lieutenant, and Lieut. Ridgely Hunt, Secretary.

The Philadelphia is commanded by Capt. A. S. Barker; Executive Officer, Lieut.-Commander L. C. Logan; Navigator, Lieut. J. B. Briggs; Medical Inspector, F. L. Du Bois; Paymaster, G. E. Hendee; Chaplain, C. H. Parks; Lieutenant of Marines, F. J. Morris.

She carried a complement of some twenty minor officers, and a crew of 350 men.

The Baltimore is officered by Capt. George W. Sumner, commanding; Lieut.-Commander A. R. C. Little, Executive Officer; Lieut. G. Blockhuyer, Navigator; Medical Inspector, George H. Cooke; Paymaster, W. W. Woodhull, and Chief Engineer, Robert Pitts.

She carried fifteen minor officers and 316 bluejackets and marines.

Commander Frank Wildes commands the Yorktown, Lieut. Seaton Schroeder the Vesuvius, and Lieut. F. F. Fletcher the Cushing. All of the vessels have a large percentage of their crews on the sick list.

Rear-Admiral Gherardi was sick himself this morning. He, with a majority of the others, is affected with a mild attack of the grip. There was general rejoicing on the part of the officers and men over the fact that they are leaving for a warmer climate.

The departure of the vessels this morning leaves the monitor Miantonomoh the only warship in commission at the Navy Yard.

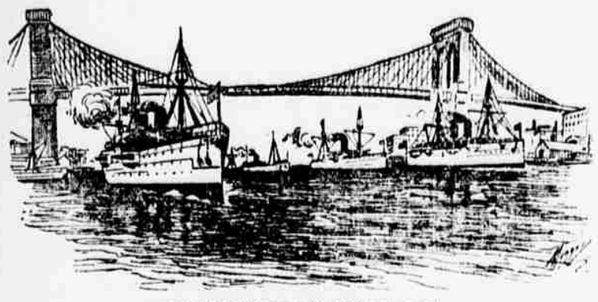
The fleet will sail direct for Fortress Monroe at a ten-knot rate. Admiral Gherardi expects to arrive there after a sail of twenty-seven hours.

The fleet will be joined at Hampton Roads by the Newark, San Francisco, Charleston, Bennington, Concord, Dolphin and Stiletto, and possibly by the new cruiser New York.

The first business to be attended to on arrival is the buoying out of moorings for the foreign men-of-war, now on their way to Hampton Roads. The general rendezvous is fixed for April 17.

The warships from England, France, Germany, Russia, Italy, Spain and other foreign powers will be greeted with salutes of twenty-one guns as they arrive in the Roads. No other ceremonies than exchanging visits will be conducted there. From April 17 to April 24 the time will be spent in competitions of various kinds, games, boat-races, band tournaments, and displays of fireworks.

April 24 the war-vessels will begin their journey northward, so as to arrive in New York Harbor on April 27, in time for the International Columbian Naval Review.



THE CRUISERS STEAMING DOWN THE RIVER.

DYNAMITE IN A HOLD.

Attempt to Blow Up the British Steamer Bawnmore.

Internal Machine Found Aboard the Bawnmore at Nanaimo, B. C.

Put There at 'Frisco, but for Some Reason Failed to Work.

NANAIMO, B. C., March 30.—The British steamer Bawnmore has been fighting the Sailors' Union for the past three months. About two months ago part of her crew was kidnaped, and three union sailors were convicted of the crime, and are now serving terms in the penitentiary.

What is supposed to be a sequel to these troubles is the discovery of a dastardly attempt to wreck the Bawnmore with an infernal machine.

A sailor who was working in the afterhold of the vessel after her arrival here from San Francisco, discovered a package done up in a strange fashion. The package was found to contain twelve sticks of dynamite with a clockwork attachment.

The machine was evidently placed on board the Bawnmore at San Francisco, but for some unaccountable reason it failed to work. Its explosion would certainly have blown the ship's bottom out, and probably there would not have been a soul left to tell how it happened.

The Coast Seamen's Union is blamed for the diabolical plot; at least indirectly, in having published in its journal inflammatory articles concerning the kidnapping case.

The Provisional Government will take the matter in hand and communicate with the American authorities, and do everything to bring the perpetrators of the attempted outrage to justice.

NARONIC'S BOTTLE A HOAX.

White Star Officials Discredit the Message Picked Up at Ocean View.

LIVERPOOL, March 30.—The officials of the White Star Steamship Company regard as a hoax the message found in a bottle on the beach at Ocean View, and purporting to give an account of the destruction at sea of the White Star steamship Naronic, which sailed from Liverpool on Feb. 11 for New York.

The officials state as to the signature of "John Olsen, cattleman," appended to the letter, that there was no person named Olsen on board the Naronic.

They also point out that it was improbable that a bottle thrown from the Naronic, where the Naronic would have been at the time of the accident described in the letter, would have drifted against the Gulf Stream to the place where the bottle was found.

Agent Maitland Kersey, of this city, said to-day that he had grave doubts as to the authenticity of the letter. A bottle cast into the sea at any point at which the missing freighter could have been on her trip from Liverpool would not be at all likely to drift ashore at Chesapeake Bay, and this opinion was shared by other shipping men.

WILL SEARCH FOR FULLERTON.

England's Celebrated Greyhound May Be on Board the Paris.

When the steamship Paris reaches this port she will be boarded by a squad of Central Office detectives, who will search every nook and cranny of the big ship for Fullerton, the celebrated and priceless greyhound which was stolen from the Liverpool Kennels of the nitrate king, Col. North, last week. If the dog is not found on the Paris, the Cunarder Servia will also be searched on her arrival. Both vessels left England last Saturday.

Col. North has declined princely offers for Fullerton. The dog has never had a rival as a courser. His record is without a parallel. He is the offspring of Gladiator and Bit of Fashion, the fleetest runners of their time. The Waterloo Cup has been awarded him four times in succession.

The last time Fullerton entered the lists for the Waterloo Cup, age trammelled his powers and he was beaten by a greyhound that was in turn beaten by Character. Even in defeat Fullerton was accorded an ovation by the spectators, who knew that age was to blame, and whose admiration for the noble animal remained undiminished, although the cup had passed away from him forever.

Col. North has had a magnificent gold vase made commemorating the achievement of his famous pet.

CASHIER SWAIN'S AWFUL FATE.

Burned to Death by a Meadow Fire at Townsend's Inlet, N. J.

WASHINGTON, March 30.—The officials of the second National Bank here will meet to-day to take action on the death of Mr. Henry Clay Swain, who was cashier of the bank and associated with it for the past twenty years, and who was burned to death yesterday while visiting his sisters on a farm at Townsend's Inlet, near Sea Isle City, N. J.

Mr. Swain was accustomed to visit his three spinster sisters once or twice a year. Yesterday they ordered their workmen to set fire to the meadow grass. While the grass was burning the wind changed and drove the flames toward the homestead. Mr. Swain helped fight the fire, but was stricken with heart failure on account of the violent exercise, and fell to the ground. Before he could be removed the fire had passed over him and he was so badly burned that he died shortly afterwards.

Mr. Swain was popular in the best Washington society. He was a member also of the Cosmos Club, which numbers many scientists among its members.

NO WHISKEY TRUST RECEIVER.

The President Says the Report Is Sent Out to Depress the Stock.

CINCINNATI, March 30.—There was great excitement in Whiskey Trust circles yesterday, caused by the drop in Whiskey Trust stock.

During the past two days brokers flooded the stock have been dumping on the market to Chicago and Western brokers. Some of them say that a receiver will be asked for and the affairs of the Trust wound up.

PEORIA, Ill., March 30.—President Greenhut of the Distillers' Trust was asked regarding the report that the company is out of the hands of the receivers. He said: "The report is a lie. The company is in better condition than ever before."

Evangelistic Association Officers.

The International Evangelistic Association of 440 United Charities Building, Fourth avenue and Twenty-second street, has moved the following officers: Chairman, James Vernon; Secretary, Harry A. Cantrell; Treasurer, Jacob Ritter; Auditor, Jacob Teichel; General Secretary, John E. Graham; Secretary in charge, E. Ellis; Assistant Secretary, Miss Ella Ellis; Assistant Secretary, Miss Emma