band raised his hat in answer to this first noisy, enthusiastic people's welcome. The forts were passed in silence, and at Quarantine the three ships came to anchor out of their sailing order, as both the Dolphin and Infanta Isabel swung ahead of the big black Cristina.

THE PRINCESS SHAKES HANDS SOMETIMES.

Before the ceremonies, which soon followed fast, could begin there was a little business to be transacted by Dr. Jenkins. He ran out on the Governor Flower promptly, picked his way among the fast-gathering mosquito fleet of steam and sail craft, and ran up the landing stairs to make official inquiries concerning everybody's health on the Maria Cristina. This did not take long, for in order to expedite matters the Doctor had assured himself unofficially on Thursday evening that the Cristina had a clean bill of health.

The Doctor pretended that he did not know that when a woman of the Spanish royal family deigns to extend her hand to a person presented to her it is intended that the hand should be kissed. The Doctor was presented to the Princess and she extended her hand. The Doctor took it in his weather-beaten right and gave it a hearty, democratic shake. The fair Doña Eulalia opened her eyes very wide, suddenly smiled, and—these are the Doctor's words: "She gave me a good, hearty grasp and shake of the hand."

After that the ship was of course promptly and properly declared out of quarantine.

AFLOAT IN THE ISABEL'S GIG.

While the Princess was getting this Americanizing experience the Captain's gig of the Infanta Isabel was being lowered and manned, and in a few moments the eight oarsmen were rowing the Isabel's commander over to the Cristina's side. As he was seen coming the shrill pipe of the Cristina's boatswain sent her sailors up to the yards, where they stood clustered about the masts ready to line out in their picturesque fashion when another whistle should announce the Commander's arrival. This soon occurred, and besides the yards being manned, there was a quick bustle of officers about the head of the stair landing, a lot of bugle blowing, and a general commotion which betokened some important function. In a few minutes after his ceremonious reception on the Cristina and disappearance in her cabin, the Isabel's commander reappeared on deck, and following him was a slight, rather tall woman, who quickly passed to the head of the landing stairs between two rows of uncovered officers. She was followed by another and older woman and several men, one of them, the Prince Antonio, dressed in the uniform of a Lieutenant-Colonel of the Spanish Hussars. As Doña Eulalia reached the stairs, the royal flag, a purple field bearing the Spanish royal coat of arms in gold in its centre, fell from the mainmast top, and a smaller one was at the same instant lifted on a standard in the gig by a sailor who stood on the starboard side about amidships. The Spanish national flag, with royal arms in black in the middle yellow stripe, was hoisted in the stern of the gig.

The Isabel's Commander stepped on the stairs, prepared to walk down backward before the Princess, but she was pouting about something and hesitated. She did walk down after a bit, and her pouting was not diminished by the fact that the last step of the stairs was met. Her husband, Prince Antonio, followed, then came the Marquesa Arco-Hermosa escorted by the Duke de Tamames. Then two officers stepped into the boat with drawn swords and stood in front of the Infanta and between her and the oarsmen, their swords held at salute.

SHE GOT HER FEET WET.

A Lieutenant of the Isabel stood in the bow of the gig, and then the Commander entered, standing at the helm. Including the two sailors holding the colors, there were seven men standing in that gig, eight sailors rowing, and two women and one man seated in the stern. It was not a very big gig either. There was a short choppy sea running there, and what the Princess had evidently feared did happen. The boat, stiff and cranky with its standing passengers, took aboard the broken crests of two or three waves, and then the beholders on the sight-seeing fleet saw a first-class imitation of a live Princess getting up her royal temper.

But, even if a couple of ladies were getting their feet cold and their tempers hot, ceremony had to be observed, and no man in that boat not rowing, except the Prince Consort, could have sat down in the presence of the Princess if she drowned for it. The observers began to discover what a peculiar thing is the ceremony required by royalty.

As the gig came around the bow of the Cristina from the starboard side, where it had been hidden from the other ships, there was more shrill whistling on the Yankee and Spanish ships and the sailors of the Isabel scurried up the shrouds and lined out on the yards, while those on the Dolphin made a locked arm figure all around her rail. They cheered the Princess as she passed between the two white ships, the band on the Cristina played in a bit, bold style, the orchestra on the Evans fiddled desperately, and all the whistles in sight were blowing up steam feathers into the clear air. As the gig reached the Isabel the royal colors were run up at her mainmast and a salute of twenty-one guns was fired by her small battery, and answered by the big sixteen-inch noise makers over at Fort Hamilton. It was an exquisite royal picture, but, oh, what a very everyday, human interest was suddenly infused into it when the Princess, after mounting to the Isabel's quarter was seen to stamp her feet in vexation that they had been wet, and shake her blond head in protest at having been transferred in a boat so small as that gig. One did not have to hear her words to know that she was saying that she'd be blessed if she ever went to sea again in that kind of a craft. And she didn't. Certainly not yesterday. This is just the place to jump ahead in the story long enough to say that the next time a transfer was made that sensible young woman sent her younger husband in the Spanish gig while she was rowed by one of Uncle Sam's jack tars in Secretary Herbert's big, roomy, mahogany barge, and remained as dry as a chip in consequence.

WHY SHE DIDN'T BOARD THE DOLPHIN AT ONCE.

But to go back to Quarantine: While the Infanta was stamping the salt water out of her shoes on the quarter deck of the Isabel, the launch and that big barge were being lowered from the Dolphin, and in a few minutes Commander Davis was being rowed over in the barge to the Isabel. Every one supposed that the Infanta would be transferred then and there to the Dolphin, and be taken to Jersey City, and, indeed, that was the programme. But it was explained to Commander Davis that the Princess was obliged under the details of her itinerary, which could not be deviated from in the smallest particular, to enter the port of New York in a Spanish vessel, and that those who decided such things for her did not consider that the port was yet reached.

Commander Davis knew that the programme would not stand in a conflict with Spanish rules for royal conduct, and he returned to his barge. His foot was scarcely off the landing ladder before the Isabel's anchor was hoisted, and, making a quick turn in the bay, she was headed for Jersey City before Commander Davis had his barge swung in the davits.

This caused the impression among the official and unofficial attendants on the Lohman and other craft that some sort of friction in the ceremonies had occurred. The impression was deepened when it was seen that the Dolphin, instead of following the Isabel, remained at Quarantine until the Isabel was nearly out of sight. The Isabel slowed down for her opposite Atlantic basin, but as the Dolphin showed no signs of hurrying the Isabel went on up North River to a point a little north of the Pennsylvania depot and dropped anchor. This was at noon, and it was twenty minutes later before the Dolphin steamed up alongside and dropped anchor nearer the Jersey shore.

AUDIENCES WITH THE INFANTA.

Before the Dolphin arrived the gig of the Isabel was sent out to the tug Lohman and took off to the ship, for presentation to the Princess, the officers of the Spanish war ships and caravels, Arturo Cuyas and R. A. C. Smith of the Círculo Colon-Cervantes, Spanish Consul-General Baldasseano, and Juan Cesalios, agent of the Spanish-American line.

By the time these gentlemen had boarded the Isabel Commander Davis was skimming across from the Dolphin in that sturdy launch, and was soon again on board, and, with the other visitors, was presented to the royal party. Then the Isabel's gig was sent out to the faithful side-wheeler Emmons, which had puffed up very much out of wind, apparently, from its long stern chase, and took off Cesario Vigil, Magin Janer, and Emilio Castello, a committee from the Spanish musical societies, who had a request to present to the Princess.

Commander Davis was first presented to the Princess, and, after he had kissed her hand, he told her in a pretty little speech that the President was glad she had come, and hoped she had had a pleasant voyage. Doña Eulalia replied in very good English that as to her visit it realized the dearest dream of her life, and that her voyage had been altogether charming, thank you, "and the President and his wife are, I hope to hear, enjoying the blessing of good health." She would see the President the next day; she would start that very minute; but no, there were some arrangements to make.

THE SPANIARDS HEAR OF OUR SUNDAY LAWS.

That was the cue of the committee from the Círculo Colon-Cervantes. Would her Highness be so good as to name a date for the ball, which it was the wish of the Círculo and many estimable ladies and gentlemen to give in her honor in the Madison Square Garden?

Would she? Well! Now how would the 27th day of this month do?

The committee was rejoiced, but upon consulting a pocket calendar they learned that the 27th fell on a Saturday. But they had had their inning with the Princess, so they consulted the Grand Chamberlain, the Duke de Tamames. They explained to that astonished Christian nobleman that Saturday would be a most inopportune day for a ball, for under the laws of this State at the stroke of twelve midnight Saturday minions of the law could enter a public place of amusement and shut it up. Fancy his Grace and her Highness being cut off in the prime of a dizzy cachuca by an indignant peeler because it happened to be one minute past midnight!

The Duke refused to consider anything so horrible, and presented the case to the Princess, who asked what was the matter with Friday.

There was nothing, and so Friday, the 26th, was fixed by Doña Eulalia as the date of the ball, and moreover she added that she was glad that there was going to be a ball. Then she gratified the committee of the Spanish colony, led by Señor Castello, by naming the 29th as the date for the Carnegie Music Hall concert. Then some one who represented somebody who wants to give a lunch to the Princess at the Waldorf on or about the 25th got in a claim, but she said she had accepted an invitation to a ball in Washington for the 24th, and that would conflict, she thought.

THE PRINCESS KNOWS A BOAT WHEN SHE SEES IT.

After these matters had all been satisfactorily settled the Princess indicated that it was her pleasure to visit the Dolphin, and the Isabel's gig was at once in readiness to transfer her. That was where Doña Eulalia fooled Don Antonio. There was the usual shrill pipers' whistles, scrambling of sailors aloft to the yards, bugle calls, the hauling down of the royal colors from the mainmast head, and the royal party stood ready to embark in the gig. A set of royal and national colors were handed down to the gig, and Prince Antonio and the Marquesa Arco-Hermosa descended the steps and embarked. The Prince looked up at the Princess, but instead of descending the steps she motioned to the Duke to do so, and he did.

Then she looked off longingly at the big mahogany barge of the Dolphin, which was hovering near by, and told her doctor, José Clairse, to get into the gig, and he got in. Then she seemed to think the gig had passengers enough in it, for it shoved off, the royal colors being lowered in the gig, and only the national flag with the royal arms floating over the Prince as he was paddled away without the Princess.

Then Commander Davis motioned to the men in the big barge and it swept up alongside. An officer of the Isabel strewed lots of cut flowers on the steps, Commander Davis walked down backward, and Doña Eulalia followed him.

She was dressed in a light gray cloth suit which had balloon-top sleeves and a skirt that just escaped the deck. Her black, small hat was ornamented with two vividly red pompons and two vividly green feathers. Her gloves matched her suit, and her stockings—it was a trifling accident which indicated the fact—were black. When she was seated in the boat she threw a black cloth cape over her shoulders which emphasized the fairness of her hair.

As she was seated in the stern, the royal colors were handed to one of the sailors in the bow. He had some trouble in fastening them to the flagstaff. The Infanta was amused at Commander Davis's impatience at the sailor's slow work, and when at last the two flags were unfurled and the oarsmen gave way within a big sweep of their oars, the Princess was all smiles. As the barge left her side the Isabel fired another salute of twenty-one guns. As it reached the Dolphin's side the American gave twenty-one guns, which the Isabel's sailors in the yards answered with a cheer, and the Isabel replied with twenty-one more guns as the royal purple was run upon the Dolphin, and the guns of Governor's Island had to join in, because our flag had been saluted. The Princess was creating a right lively time around the North River, and besides that cause for happiness she did not get her feet wet when the Yankee sailors rowed her.

The flag run up on the Dolphin was made at the Brooklyn Navy Yard. It is of purple silk, 12 feet by 9 and swallow tailed, with the royal arms painted in maroon, silver, and gold.

THE PRINCESS GOES UP IN AN ELEVATOR.

The royal party remained on the Dolphin until nearly 3 o'clock, when all were taken off by the Pennsylvania Railroad tug Belvidere and landed at the end of the Adams Express wharf, next north of the Pennsylvania station. There a carriage was in waiting, in which the Princess and the Marquesa were driven the short distance up the wharf and into the station. The men walked. They did not first go into the part of the depot the travelling public is familiar with, but into that mysterious place generally known to exist only because big elevators are seen to disappear down into it. These elevators had carpets on them yesterday, and when the Princess stepped from her carriage she stepped on one of them and was shot up, like a stage princess coming up through a trap, into the big station where her train was waiting.

There were a great many people in the station, lots of women among them, who were expecting the Princess to make her appearance, but not quite in that surprising manner. When she suddenly appeared on the elevator the people began applauding her, and she smiled and bowed as she walked to her train. When the train pulled out Doña Eulalia and her husband stood on the rear platform of the last car, and she waved her handkerchief and bowed again and again and smiled, and that was the way she finished her first brief visit to this harbor.

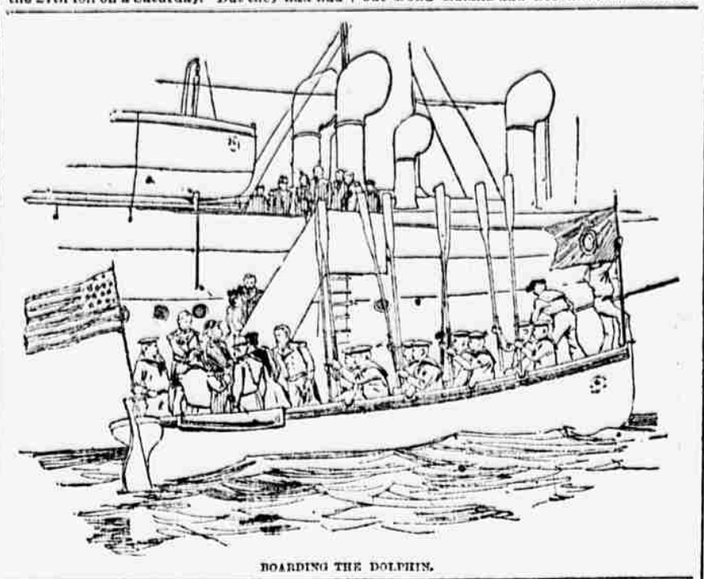
"Why," exclaimed one of the old railroad employees, "she just caught the people, I tell you. She just reminded me of Mrs. Cleveland, the way she bowed and smiled;" and he had paid his highest tribute of praise to Doña Eulalia.

OFF FOR WASHINGTON.

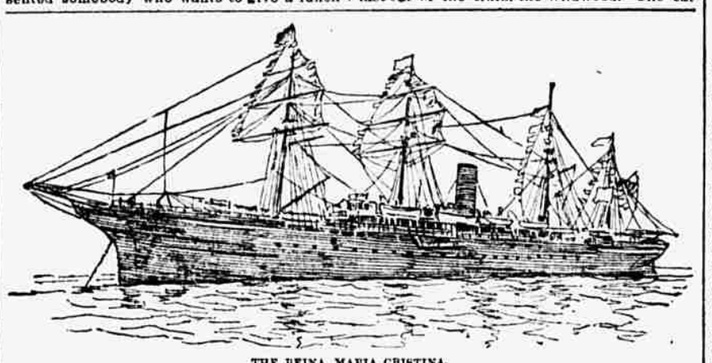
While the train stood in the station its baggage car was loaded with tons of the party's baggage, which was lightered off the Cristina as soon as she came up the harbor and anchored off the Battery.

The special train left at 3 o'clock and was due in Washington at 8, making only two stops, one at Philadelphia and one at Baltimore, to change engines. The train was in charge of two experienced train agents, R. A. Parke of Washington and E. T. Manden of this end of the line.

The Infanta and her husband occupied the last car of the train, the Wildwood. The car has a kitchen forward, then a dining room, a sitting room, two staterooms, and an observation rear end. It was richly adorned with fresh flowers yesterday. The other cars of the train were the composite baggage and smoking car Premier, the dining car Magdalene, and the Pullman sleeper Felicia for the Infanta's suite. The suite which accompanies the Prince and Princess to Washington is Marquesa Arco-Hermosa, Duke Tamanses, Pedro Jover, Dr. José Clairse, Ricardo Bustamente, Luis Vargas, and Commander Davis.



BOARDING THE DOLPHIN.



THE REINA MARIA CRISTINA.

ON THE MARIA CRISTINA—A CORNER OF THE MAIN SALOON.

THE INFANTA IN WASHINGTON.

Received by Secretary Gresham and Escorted to Her Hotel by Cavalry.

WASHINGTON, May 19.—As the train rolled away from Jersey City the visitors turned their attention to its appointments. The luxury of modern American railroad travel was unknown to them and they were not backward in admitting the pleasure and novelty of the trip.

Added to the comfort of the interior arrangements was the beauty of the landscape along the banks of the Delaware and the Susquehanna and the many pretty suburban homes, nestling in a wealth of fresh green foliage on an ideal spring day, and the Princess finally remarked, with a sigh of pleasure, that she wondered whether Europe did not look small and unprofitable to the people who lived in this great country.

An elaborate dinner was served on the train after leaving Baltimore. The train arrived in Washington at 8:20 o'clock. An immense crowd awaited it. The attachés of the Spanish Legation were there as early as 7 o'clock. Señor Don José Felipe Sagrario, First Secretary of Legation; Señor Amora de Sagrario, Señorita de Sagrario, Señor Manuel Multedo, Third Secretary; Capt. C. De La Casa, military attaché, and Señor Alejandro Padilla y Bell, attaché, composed the party from the Legation, which also included Mrs. Curry, the wife of the ex-Minister of the United States to Spain.

Four troops of United States cavalry, under Col. Henry from Fort Myer, formed in line on the Sixth street side of the station. They wore fatigue uniforms. The cavalry had started out from Fort Myer at 4 o'clock this afternoon, attired in full dress, in the expectation that the Infanta would arrive at 4 o'clock, and when Col. Henry ascertained that the distinguished party would not reach the city until later in the day, he was obliged to take his men back to the fort. Col. Henry was merciful and allowed his men to repeat the journey this evening in the more comfortable but less showy fatigue dress.

Secretary Gresham and Assistant Secretary Quincy came shortly after the arrival of the cavalry in Mr. Gresham's carriage, followed almost immediately by a handsome barouche drawn by four bay horses. It was President Cleveland's carriage, and the President's coachman with a brand new footman were on the box. Then came Col. John M. Wilson of the army, who wore full-dress uniform in his capacity as the military representative of the President, and Assistant Secretary Adee and Chief Clerk Rockhill of the State Department.

A number of railroad porters placed a double width of carpet along the east side of the platform for the passage of the royal party from the train to the carriage. Then a detachment of policemen marched into the station and drove back all outsiders who had secured entrance. A line of rope stretched from one end of the platform to the other completed the arrangements for the Infanta's arrival.

After two or three false alarms, the special train steamed into the station at 8:20, exactly on time. Secretary Gresham, the State Department officials, and the party from the Spanish Legation, were nearest to the tracks when the train came to a standstill. The Princess was the first to alight. She was assisted from the train by Commander Davis. The Spanish Minister, Señor Muruaga, was just behind the Princess, but before he could alight, Secretary Gresham pressed forward, and Commander Davis presented him to the Infanta as the representative of the President. The Princess and Secretary Gresham greeted each other pleasantly, and then other members of the receiving party gathered about them. When the Infanta saw Mrs. Curry there was a pretty scene. The two had known each other intimately in Madrid, and the recognition was followed by a warm hand clasp, and Mrs. Curry imprinted a kiss on each cheek of the Princess.

The greetings over, Secretary Gresham offered his arm to the Princess, and, preceded by Col. Wilson and Mr. R. A. Parke, general Southern passenger agent of the Pennsylvania Railroad, followed by the Infanta's suite and the others of the official gathering, they walked down the carpeted platform to the carriage entrance of the station. Outside the crowd was something enormous, and the Princess looked pleased as she saw the throng that had gathered to receive her. She chatted gayly in English with Mr. Gresham all the while.

The Infanta, Secretary Gresham, Minister Muruga, and Prince Antonio entered the President's carriage, the cavalrymen saluted, and the procession began to move up Pennsylvania avenue toward the Arlington. Four buglers on horseback led, and with the four troops of cavalry, one of which was composed of colored soldiers from the "Fighting Ninth," formed the escort for the royal party. Six sergeants of cavalry acted as body guard to the Princess, and following her carriage came carriages containing her suite and the members of the receiving party.

A crowd the like of which has not been seen since the inauguration lined Pennsylvania avenue on either side from the Sixth street station to the Treasury Department and to the Arlington Hotel.

Occasionally, in response to salutations from the crowd, Secretary Gresham lifted his hat and the Princess bowed.

She was seated on the right of the Secretary, facing Prince Antonio and the Spanish Minister, and seemed particularly pleased at the demonstrations of cordiality, but kept up a continual conversation with Secretary Gresham.

THE FLAG MADE AT THE NAVY YARD.

It was 8:45 when the head of the column of troopers turned off Pennsylvania avenue and came up to the hotel. The cavalry moved quickly on the broad avenue and wheeled into line, coming to a dress parade.

Immediately behind came the President's four-in-hand. The spirited team, nettled by the cheers of the crowd, refused to approach the curb, but were quickly obedient to the touch of the whip.

The Princess alighted upon the arm of Secretary Gresham, and, followed by her husband, the Prince, and the Spanish Minister, entered the Sumner annex. The streets were thronged with people, and a loud cheer went up as the Princess stepped to the pavement. "Hats off!" shouted some one in the crowd, and instantly every head was uncovered. It was with great difficulty that the police kept the people from surging forward. Col. John M. Wilson received the party at the door.

Immediately upon entering the house the Princess passed into the reception room, accompanied by Secretary Gresham and Assistant Secretaries Adee and Quincy and her suite. A moment later the representatives of the Government retired, and Commander Davis bade the party good-night.

All preparations had been made to serve dinner, but owing to the fact that dinner was had on the train the beautiful private dining room was not used to-night. Although expressing herself as not at all fatigued, the Princess soon retired to her own rooms to secure a good night's rest preparatory to the festivities that await her.

THE GOAT.

To-morrow morning she will pay her respects to President and Mrs. Cleveland. The programme for the day beyond that has not been agreed upon.

The apartments occupied by the Princess and her suite at the Arlington consist of seven sleeping rooms, three parlors, and a private dining room, with four bedrooms on an upper floor for the use of servants.

A large bunch of sweet peas stood on a table in the parlor, from Mrs. Curry. Other floral gifts were around, but the chief among them rested upon the table in the Princess's private drawing room on the second floor. It was a tribute from Mrs. Cleveland, and consisted of a huge basket of magnificent American Beauties, orchids, and lilies of the valley.

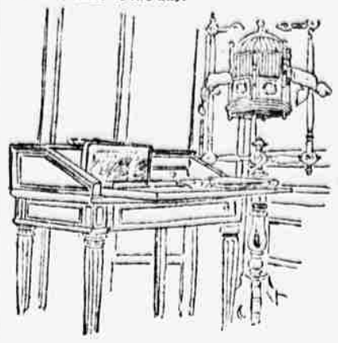
WHEN EULALIA COMES BACK.

She Has Fixed Dates for Ball and Concert—Other Engagements.

The Princess Eulalia expects to return to New York from Washington on the afternoon of next Thursday, the 25th. The only engagements for which she has announced acceptances are for the Madison Square Garden ball on the evening of Friday, the 26th, and the Carnegie Music Hall concert on the evening of Monday, the 29th. It was not known when Mayor Gilroy's Committee of One Hundred met in his office yesterday that she had fixed these two dates. Mayor Gilroy explained to the committee that there must necessarily be some indefiniteness about the programme of the city's welcome because the wishes of the royal guest have to be consulted. The suggested programme as submitted by the Mayor is as follows:

The Infanta to be met at Jersey City by a committee representing the city and to be taken in a Starin steamer to West Thirty-fourth street, and thence to the Hotel Savoy. An escort of cavalry or infantry will be provided if necessary. At the hotel the Infanta will be received by the Mayor and the Committee of One Hundred. These are some of the diversions suggested for the following days:

A trip to West Point on either the Gen. Slocum or the Monmouth. Invitations to be limited to members of the Committee of 200 and such guests to be invited by the Mayor as may be designated by the Department of State or Commander Davis. A review of the cadets is to be a feature of the day.



HER WRITING DESK.

A visit to the Brooklyn bridge and an inspection of the city institutions on the islands. The tour of the islands will be made on the Dolphin. A drive in Central Park and Riverside Park is spoken for the afternoon.

A morning visit to some public school or the Normal College. In the afternoon a reception to the Committee of One Hundred and specially invited guests at the Hotel Savoy. For the evening a gala performance at some theatre, the entire house to be taken by the committee, which will decorate it appropriately. The attendance will be by invitation only. A military escort for the Infanta may be provided for that evening.

An inspection of the Fire Department and a visit among the Exchanges is suggested for another morning, and a trip on the waters of the harbor on the Dolphin for the afternoon.

All these suggestions were referred to a committee of twenty-three, composed as follows: James M. Varnum, Horace Porter, Cornelius N. Bliss, A. T. Montant, George G. Haven, Walter Stanton, S. Nicholson Kane, Louis Fitzgerald, Howard Carroll, T. Henry French, Daniel K. Bayne, Henry Hilton, Isidor Straus, James W. Tappin, Edward V. Skinner, S. V. R. Cruger, Francis Lynde Stetson, Levi P. Morton, J. J. O'Donohue, J. I. C. Clarke, Whitelaw Reid, Arthur T. Sullivan, David Crocker.

The committee approved the report of Treasurer Myers, showing that the city has still $37,000 to spend in the entertainment of its guests.

ABOARD THE MARIA CRISTINA.

The Infanta Travelled in Great Comfort—Goat's Milk Especially Provided.

It was the Reina Maria Cristina's maiden voyage to the port of New York. Like many other fine Spanish vessels, she was constructed on the Clyde. She is the swiftest and biggest vessel of Spain's merchant fleet. She is the crack of the Compañia Transatlantica Española, and has heretofore been used almost exclusively in service between Spain, Mexico, and Cuba. Only three of her officers, and none of her crew, speak English. Her chief engineer, Edward Jones, is an Englishman, and her assistant engineer, Gaspar Thompson, who was born in Spain, had a Philadelphian for a father, and he might be readily mistaken for an American. He acted as interpreter for the reporters who boarded the Maria Cristina just after she dropped anchor off the Scotland lightship. He speaks with only a slight Spanish accent.

The Maria Cristina is about 400 feet in length and measures 5,000 tons. She is fitted now as a cruiser, and carries on her upper deck four Hontoria breechloading rifles of 4.7 inches calibre.

The Maria Cristina made the run from Havana in just about three days, and made no effort to break records. But no other merchant vessel has ever covered the distance in the same time. Her commander says she can make about nineteen knots with forced draught.

The apartments on the ship which were decorated and furnished for the use of the Infanta were sumptuous and artistic. The floor of the saloon is level with the vessel's main deck. The door through which the reporter was conducted opened into a gallery, which ran clear around the saloon. The sides of the room below were half hidden by flowers and tropical plants.

The woodwork, which is all of sycamore and and Spanish walnut, is covered with Arabesque decorations. At one end, half hidden by palms and ferns, stood a bronze group of the Queen Regent with the infant King of Spain in her arms.

Upon one side of this saloon a door led into the Infanta's dining room. The partition between the saloon and this dining room had been put in especially for the occasion, as a polite officer managed to make a reporter understand who spoke no Spanish.

The Infanta's private apartments were on the starboard side and ran in suite. The first was a private parlor furnished in blue. In one corner stood a small desk of ebony. It was open, and was covered with pens and paper, as if the Infanta had just risen from her seat and gone on deck, with the intention of returning immediately to write. This room also contained a blue velvet couch and three comfortable arm chairs.

Adjoining this apartment was the Infanta's boudoir. The officer who conducted the reporter over the ship yesterday smiled as he opened the door and took off his hat.

"Infanta!" he said.

"Ah, Infanta?"

"Si."

This room had been stripped of most of its furnishings and looked bare, but there were still some traces of femininity in it. A mirror ran from the floor to the top of the apartment, and before it stood a chair. The chair was close to the glass, and a woman seated in it could have had a comfortable view of herself. Behind the chair was a stool. The officer ran his fingers through his chair and said:

"Infanta!"

"Ah!"

"Si."

On the floor in a corner of the room the officer spied a small piece of metal. He picked it up and examined it curiously. It looked like a crimper. He smiled and put it in his pocket. Then he led the way through another door into the Infanta's very plainly furnished bedroom.

On one side stood a brass bedstead. On the other was a blue velvet couch. At the head of the bed hung an iron crucifix, and near the side of the bed stood a prie-dieu, covered with blue silk. The adjoining apartments of the Infanta's husband were handsomely furnished also. The officer led the way to the deck. He took the reporter forward and showed him a very pretty gray milch goat.

"Infanta," he said, proudly.

He stroked the goat's head, pointed to a small milk can, and said, "Infanta." It was clear, even to one who had no Spanish, that goat's milk had been provided for the Infanta en voyage.

The Grand Duke in Washington.

WASHINGTON, May 19.—The Grand Duke Alexander was to-day entertained by Mr. and Mrs. C. A. Williams with a trip to Mount Vernon on the United States revenue cutter Crawford. To-night the Grand Duke attended a dinner given in his honor by Mrs. Hitt, wife of the Illinois Congressman.

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Nervous Spells, Sleeplessness, Backache—Perfectly Cured by Hood's Sarsaparilla.

MRS. JESSIE WOOD.

"Patchogue, Long Island, N. Y., Mar. 9, 1893. "C. I. Hood & Co., Lowell, Mass.

"Hood's Sarsaparilla has done much for me. After I lost my only boy by a sad drowning accident I was seized with severe nervous spells. I tried all kinds of medicines and was treated by doctors for over a year without any benefit. My hands and feet swelled, and I

Was Unable to Sleep.

I grew weak and could hardly walk. I had severe pains in my back and my kidneys troubled me. At last, noticing a case similar to mine cured by Hood's Sarsaparilla, I was induced to try the medicine, and it has been

A Great Boon to Me.

I commenced to take Hood's Sarsaparilla last October and have taken over nine bottles. I am now a well woman. All the aches and pains are gone and I am no longer subject to nervous fits. I sleep well all night and never felt better in my life. It is all due to Hood's Sarsaparilla, of which I cannot say too much in favor."—MRS. JESSIE WOOD.

Hood's Sarsaparilla Cures

Hood's Pills are purely vegetable, and do not purge, pain, or gripe. Sold by all druggists.

CHINESE DEPORTATION.

Congressman Geary Thinks It Can be Effected for $15 a Head.

SAN FRANCISCO, May 19.—Congressman T. J. Geary, author of the Chinese Registration act, came to the city from Santa Rosa Wednesday, and yesterday discussed the situation with United States District Attorney Carter, Judges Morrow and McKenna, and other Federal officials. Mr. Geary is of the opinion that the Administration will proceed to enforce his measure. He believes that all Chinese in San Francisco could be deported for a sum not exceeding $15 per head.

"And I have no doubt that arrangements could be made for their passage to China," he said, "without chartering many vessels and without the use of the naval force of the United States."

On leaving the Federal officials Mr. Geary visited the office of Chief of Police Crowley and the deportation of the Chinese was again discussed. It is undoubtedly the intention to have the police act with the Federal officials in making arrests when word is received from Washington.

Trade in Geary Certificates Begun.

SEATTLE, May 19.—The first Chinaman from Victoria to present at the Custom House on Puget Sound a certificate issued under the Geary Exclusion act has been arrested and ordered deported.

Fraud has been clearly shown, the Chinaman not having been in this country for six years. The certificate, which is dated the 5th of this month, is genuine, but it had been sold by the original party to the one who presented it, showing that a trade in these certificates has been already begun.

THE BROOKLYN INSTITUTE.

The Successful Design for Its New Building in Brooklyn.

Messrs. A. D. F. Hamlin, J. L. Morse, and Robert S. Peabody, the committee appointed to decide on the best plan furnished for the new Institute of Arts and Sciences, to be erected on the east-side lands in Brooklyn, rendered their decision last night. The committee found that the plan presented by McKim, Mead & White, the architects who designed Madison Square Garden, was the best, architecturally and otherwise, of the seven sent in, and they recommended its adoption, with the understanding, however, that it was simply a preliminary sketch, subject to alterations and amendments. According to this plan, the outer portion of the building will be three stories in height, the main axis being carried by an additional story and the whole surmounted by a dome.

The main lecture hall will be on the east side of the building and approached from Washington avenue. The memorial hall is to be in the centre of the building. The city authorities have already a $300,000 fund on hand available for work on the building.

THE SLUPSKY BLOOD WAS UP.

Col. Abe's Brother Attacks a Too Inquisitive Lawyer in St. Louis.

ST. LOUIS, May 19.—Shortly after the Criminal Court had adjourned at 1 o'clock this afternoon an exciting tilt took place between Attorney Marshall F. McDonald and Jacob Slupsky, brother of Col. Abe Slupsky. Slupsky was a witness for the defence in the French arson case. He was cross-examined by McDonald, and took offence at some of the personal questions put by the latter. When court adjourned he took the attorney to task, and, not receiving any satisfaction, it is said, applied an offensive epithet to him.

McDonald resented in kind, and in return Slupsky struck the attorney, who quickly reached for a pistol. Detectives who were standing near rushed between them. Slupsky was ejected from the room, but his blood was up and he was looking for a fight. Outside he met Charles Carroll, an insurance adjuster, and with him he attempted to renew hostilities. The detectives again rushed between the men and hustled the offender out of the building in no gentle manner.

The Cordage Company's Ohio Mills.

CINCINNATI, May 19.—Deering & Co. of Chicago have decided not to press their motion in the National Cordage Company case, an amicable arrangement having been reached with the receiver by which the business in the mills in this jurisdiction will continue, and the firm will be assured of their rights in the hemp and twine in the possession of the defendants.

George W. Lemp and Edward F. C. Young, recently appointed receivers for the National Cordage Company, filed their bonds, each of $50,000 in the United States Court of this city yesterday, with the National Surety Company of New York as surety.

Immigration Increasing.

WASHINGTON, May 19.—The Chief of the Bureau of Statistics reports that during the ten months ended April 30, 1892, 453,958 immigrants arrived at the ports of the United States. Of this number 95,676 came from Germany, 65,510 from Russia (except Poland) 43,823 from Italy, 38,031 from Sweden and Norway, 40,692 from England and Wales, and 34,055 from Ireland.

The number arrived during the ten months ended April 30, 1893, was 334,825, of which 72,193 came from Germany, 44,389 from Italy, 35,193 from Sweden and Norway, 23,116 from Russia (except Poland), 37,021 from England and Wales, and 32,095 from Ireland.

Where Yesterday's Fires Were.

A. M.—1:00, 161 Worth street, A. Cunio, damage slight; 1:15, Madison avenue, surface car at Fifth avenue and Eighty-fifth street, damage $100; 2:00, 72 West Eighty-eighth street, unoccupied, damage $40; 9:00, 46 Watts street, William Bries, damage $100; 11:25, chimney, 41 Wooster street, William Burke, no damage; 11:30, 439 Lenox avenue, J. and E. Tendell, damage $500.

P. M.—3:15, fence at 126 West 134th street, no damage; 3:30, 2,909 Third avenue, Charles Baldwin, damage trifling; 5:50, 57 Broad street, James Long & Co., no damage; 6:05, 97 Forsyth street, Morris Wynn, damage trifling; 6:30, 413 West Fifty-fourth street, John Murphy, damage $20.

Horses, Carriages, &c.

BRADLEY WAGONS.

Handy Wagons in paint and natural wood; Banner Buggies, with four styles of bodies and the easiest riding spring ever invented; Surreys, Extension Tops, and Buggies; Two-wheelers that are absolutely free from horse motion; Road Carts that are made to carry people.

BRADLEY & CO., 14 WARREN ST.

DWIGGINS ISSUED BONDS.

Handsomely Engraved, with Big Seals, They Served as Assets for His Banks.

INDIANAPOLIS, May 19.—Another link in Zimri Dwiggins's remarkable financial chain came to light yesterday. Aside from his Columbia National Bank, his chain of village banks in the Central States, and his United States Loan and Trust Company of Oxford, he organized a concern called the Northwestern Farm and Investment Company of Indianapolis. It has no office here, but it was incorporated, and has for its president E. E. Atkins, a wealthy manufacturer of this city. This company issued a number—none of the officers will say how many—of $500 ten year debenture bonds, paying 7 per cent. interest and quoting the language of the bond "secured by a lien on a contract for the sale of certain lands in North Dakota."

The bonds are handsomely engraved affairs, and bear formidable-looking seals. These bonds were distributed about among the country banks in the Dwiggins "chain," and are held by them as a part of their assets. The other officers, besides Atkins, were: J. M. Starbuck, General Manager; W. H. Starbuck, Secretary, and Pierre Gray, son of the Minister to Mexico, attorney. Both Atkins and Gray, the only resident officials, absolutely refuse to answer any questions about the concern.

Baron Bleichroeder's Firm on the Financial Situation.

BERLIN, May 19.—The firm of which the late Baron Bleichroder, the famous financier and friend of Prince Bismarck, was the chief, and which still holds a leading place in German finance, states in an interview that Germany is aghast at the falling prices in America. It was expected that an increase of business and a consequent rise of prices would follow the opening of the Chicago Fair. The only apparent reason, the firm states, for the bad condition of affairs in America is the unsettled condition of the silver question, and the absence in America of a State Bank similar to that of Germany. Both Germany and England would be glad to have the silver question settled by the Brussels Monetary Conference, or in any other way. Germany, however, will not adopt bimetallism. Germany owes its influential position to a sound gold policy. The key to the present position lies in London.

It was added that the firm did not regard the proposed intervention of the Bank of England in aid of Australian banks with favor, and thought this expedient would result more unfavorably than in the case of the Baringa.

Business Troubles.

Alexander Harvey has been appointed receiver in supplementary proceedings for Col. Horace G. H. Tarr of 86 Liberty street, in the suit of Carolyn B. Howard. Tarr was formerly of Pancoast & Tarr, iron pipe manufacturers, and later was interested in various water works at Narragansett Pier, Montclair, and elsewhere.

Thomas M. Barr of the failed coffee firm of Thomas M. Barr & Co., 107 Front street, made an individual assignment yesterday to Frederick T. Sherman, as some of his assets may not have been conveyed to the assignee in the firm's assignment.

Judgment for $55,707 was yesterday entered against Martin Pinney, Andrew K. Smith, and Jay K. Smith in favor of Post, Martin & Co., bankers. The debtors endorsed notes of the Kanona and Prattsburgh Railroad Company in December, 1888.

Judge McAdam of the Superior Court has set aside the assignment of Edward M. Benjamin, silk importer, formerly at 20 Greene street, made on April 20, 1892, in the suit of Eliza W. and Caroline White, and has declared the various transfers of property by Mr. Benjamin and a judgment which he allowed to his wife for $143,200 on April 19,