SPECIAL NOTICES.

BUILDERS' EXCHANGE—THE MEETING FOR election of officers for year 1896 will be held THIS EVENING at 7:30 o'clock. As business of importance, in addition to the above, will also come before the meeting, a full attendance of members is desired. WM. C. LEWIS, Secretary. 1t

ATTENTION, RETIRED ENLISTED MEN—A meeting of the enlisted men of the United States Army and Marine Corps on the retired list will be held at Germania Maennerchor Hall, 827 7th st. n.w., on FRIDAY, Jan. 31, at 11 a.m. An executive committee is to be elected and action taken on bills now pending before Congress granting commutation of quarters. ja29-2t* The Temporary Committee.

WE'VE A SPLENDID TONIC THAT YOU'LL ENJOY TAKING. Nothing more bracing—more strengthening—more nutritious—than PSCHORRBRAU MUNCHEN BEER. Ideal for invalids and convalescents—for tired, overworked men and women. Brings back the appetite—tones up the system. We'll supply you. FRITZ REUTER'S, COR. PA. AVE. AND 4½ ST. ja29-10d

COLUMBIA LODGE OF PERFECTION, NO. 1, Ancient and Accepted Scottish Rite. (Jurisdiction of the United States of America.) Reception and entertainment THURSDAY, the 30th inst., at 7:30 p.m., in the rooms of the Rite, 908-910 Pa. ave. n.w. Guests having tickets are requested to be prompt. S. E. GOUGH, 33°, M. W. BAYLISS, 33°, ja28-3t Secretary. T. P. G. Master.

WASHINGTON, JAN. 16, 1896.—THIS IS TO CERTIFY that R. L. Murray of the McDermott Carriage Co., or any member of the McDermott Carriage Co., has no connection whatever with the representative of L. A. 3456, K. of L., in his recent trip to Reading, Pa. L. H. YEATMAN, M. W. J. B. FENTON, ja28-2t* Chairman Ex. Board, L. A. 3456, K. of L.

SPIRITUALISM. MRS. EFFIE McNEIL, business and test medium, has resumed practice for the fall and winter and will be at home daily until further notice. Business examinations a specialty and satisfaction guaranteed. 1914 Pa. ave. ja14-24t*

ALL PERSONS HAVING GOODS ON DEPOSIT with H. K. Fulton, upon which interest is due one year or more, are hereby notified to call at once and pay interest, or the goods will be sold at auction FEBRUARY 4, 1896. H. K. FULTON, ja23-6t* Pawnbroker.

TROUBLE TO MANSIONS. I test your plumbing with a sure and reliable smoke test. A trifling jet of smoke issuing from the drain or vent pipes means a leak, or trouble. I will cure the trouble and make your plumbing secure. WILLIAM KOCH, 724 13th st. n.w. Tel. call 865. ja21-2w*

GOVER'S RENT LEDGER. A new edition in preparation. Orders solicited for early delivery. Invaluable to Real Estate Agents. H. L. McQUEEN, 1108-1116 E st.n.w. ja18

WASHINGTON, D.C., January 17, 1896. The annual meeting of the shareholders of the Washington Gas Light Company, for the election of directors, will be held at the office of the company, 415 10th st. n.w., MONDAY, February 3, 1896. The polls will be open from 12 o'clock noon to 1 o'clock p.m. ja17-10tofeb1no WILLIAM B. ORME, Secy.

DENTISTRY DONE ON WEEKLY AND MONTHLY installments. DR. T. W. STUBBLEFIELD, ja7-tf 11th and F sts., Mertz bldg.

OPEN FIRES—THE RIDEAU STOVE, AN ARTISTIC grate, may be used in any chimney, with or without mantel, and combines heating qualities with the pleasures of an open fire, burning hard or soft coal or wood. J. H. CORNING, Tile Shop, 520-522 13th st. ja1

The '96 "Columbia" is the result of 19 years of careful study and constant improvement. Its minutest part is perfect, and taken all in all, it's the acme of bicycle perfection. '96 Columbias cost $100. DISTRICT CYCLE CO., "Columbias," "Hartfords," 452 Pa. ave. ja2-14d

FINE BOX PAPER. Just the kind for ordinary uses. Good quality. In pretty tints. With envelopes. 12, 25 and 50c. box. 1,000 Envelopes for $1. Hoosier File Envelopes, 25c. Easton & Rupp, 421 11th St., Popular-priced Stationers. Just above ave. ja29-14

Been imprudent —and fear you may take cold? If so, take a little Tharp's "Berkeley" Rye Whisky—it will prevent your taking cold! $1 full qt., and only of us. James Tharp, 812 F St. N.W. ja29-10d

IF YOU WANT Insurance that insures—without trouble now and heart burnings in the future—take a policy in the Connecticut Mutual. A. H. GIBBS, General Agent, ja15-1m14 918 F st. n.w., Washington, D.C.

Watches smashed to pieces. If they're "insured" here—no extra charge is made for putting it in right running order again. $2 a year the price of the insurance. SPIER, 310 9th st. ja29-6d

Compare —our work with that of any printer in the city. We won't suffer from the comparison—for we know how good our printing is, and when you see it you'll say the same thing. If you care anything for neat, artistic printing send us your next job. Byron S. Adams, 512 11th St. "Don't you like a Printer who is PROMPT?" ja28-14d

When You Break —your show window or show case, send for us to repair the damage. We can do it better than any one else in town, for we have the largest establishment south of Philadelphia and have the largest stock of Glass. We have a force of expert workmen, who thoroughly understand their business. Perhaps this has something to do with our increasing business. Our line of Fine Paints, Oils, Varnishes, &c., is the best in the city. Try us and see! Chas. E. Hodgkin, 913 7th, ja28-33d PLATE GLASS EXPERT.

A YOUNG LADY PUPIL OF PROF. JOHN O'NEILL of Boston, teacher of Mme. Nordica, in order to form a class, will give lessons in vocal music for 5 cents a lesson to all pupils coming to me for the next three months. Best of references. M. E. Ellsworth, ja24-6t* 1107 New Hampshire ave. n.w.

COAL! COAL! COAL! Pa. Pea Coal at $4.00. Chestnut and Furnace at $5.00 a ton delivered. JOHN MILLER & CO., ja24-2w 10th and F sts. n.w.

Cancer in any form positively and permanently cured by a new theory of treatment; city references. C. H. ENGLISH, M.D., no8-3m 1107 G st. n.w.

Hotel Arrivals.

Ebbitt—W. B. McMechner, Wheeling, W. Va.; B. K. Moore, Boston; Frank W. Hovey, Pittsfield, Me.; J. A. Grimes, Providence, R. I.; L. G. Gadd, Newark, N. J.; Capt. Wm. K. Tisdall, U. S. A.; Wm. H. Feeller, San Diego, Cal.; J. E. O'Brien, Pensacola, Fla.

National—J. S. Patton, Ohio; W. D. McCard, Winston, N. C.; S. T. Lewis, Syracuse, N. Y.; H. T. Hart, Chicago; C. B. Caldwell, Oil City, Pa.; J. W. Hallett, Detroit, Mich.; W. E. Allen, Parker, Pa.; S. L. Wiegand, Philadelphia; J. D. Patton, Indiana; W. H. L. Odell, Boston, Mass.

Raleigh—E. W. Lyon, North Carolina; George G. Baker, Wilmington, N. C.; B. C. McVey, Grand Rapids, Mich.; A. J. Rose, E. H. Best, New York.

Normandie—Alfred Carr, Elwood Randolph, John A. Garner, New York; E. N. Foss, Boston, Mass.; J. B. Reilly and wife, Pennsylvania.

Arlington—Edward W. Wilson, A. S. Walker, New York; D. A. Smith, Massachusetts.

Shoreham—William C. Cornwell and wife, Buffalo, New York; Geo. F. Mead, Boston, Mass.; R. T. Kingman, Alfred H. Cook, New York.

Page's—R. M. Mulford, C. F. Whitcher, New York; Leigh Berne, San Francisco; C. N. Morrill, Nebraska; Harry J. Meeker, Brooklyn.

Riggs—S. M. Turner, Georgia; J. H. Cook, Indianapolis; W. E. Andrew, New Jersey; S. A. Shannon, Boston; W. D. Chapley, Pensacola.

Willard's—C. W. Dailey, Elkins, W. Va.; Lewis Washington, Pittsburg; John N. Wright, Brooklyn, N. Y.; James Elverson, Philadelphia; W. E. Sackett, East Orange, N. J.

The steamer Julia, from Santiago de Cuba, which had on board the battalion of Simancas, commanded by Gen. Canella, has gone ashore near Batabana, Cuba, and was so far injured as to be made useless.

ON THE NEAR SIDE

Street Railroad Men Talk With the Commissioners.

ENFORCING THE NEW REGULATIONS

Some Misunderstanding as to When They Are Operative.

OTHER DISTRICT AFFAIRS

The new police regulations are now a matter of record, and after today will be strictly enforced.

Yesterday afternoon The Star called attention to the most important changes in the regulations. That section relating to the stoppage of street cars using rapid transit was the subject of a discussion before the Commissioners this morning. The new regulation requires all street railroads using rapid transit to stop on the near side of the street. President Dunlop and Superintendent Carll of the Capital Traction Company appeared before the Commissioners this afternoon to inquire about the matter. While they said they had seen references to the subject in the newspapers they had never seen the advertisement of the regulations, and consequently did not know when they would go into effect. The object of their visit was to verify the newspaper reports, since they had received no notification.

The Commisioners stated the new regulations were now in force, and street cars were required to stop on the near side of streets. President Dunlop called attention to the fact that in Philadelphia and Detroit during the past week the city had changed the ordinance requiring the cars to stop on the near side, and now they were required to cross the street before stopping.

The reason for this, he explained in reply to Maj. Powell's question, was because the citizens objected to walking so far to get on the cars. This was always the case when the cars stopped on the near side, for the grip halted at the crossing and the trailers were a considerable distance away. However, he was not present, he said to protest. He was ready to carry out any regulations the Commissioners might issue, although he was confident the near side rule would prove unpopular. Concerning the placing of gates between the cars, he did not quite understand what was required, and did not see what good could possibly accrue from having gates there. There had never been an accident on his road due to any lack of protection at that point. Maj. Powell explained that a person might fall between the cars if that space were not protected. President Dunlop replied that he was in favor of making rapid transit cars as safe as possible. Too much precaution, he thought, could not be exercised in this matter. It would cost $4,000 to do the work, and he did not see what benefit could be derived therefrom. Superintendent Carll asked what design would suit the Commissioners for these gates, and he was requested to submit designs.

After the conference with the Commissioners, orders were evidently issued by the street railroad officials, for the gripmen on the avenue cars began stopping on the near side.

How Passengers Are Affected.

Until the community realizes it as in full force and operation, the new regulation of the Commissioners requiring all rapid-transit street cars to stop for passengers only on the near-side of a street crossing, there is apt to be considerable confusion and annoyance both to the patrons of the roads and the gripmen and conductors. Especially is this true of the feminine portion of Washington's citizens, who, while quick of perception as regards some matters, usually pay little heed to such things as municipal ordinances.

Today the employes of the Capital Traction Company were notified that the police regulations prescribing where street cars shall stop had gone into effect, and consequently they must bring all trains under their charge to a stop on the near side of a crossing wherever necessary to stop, unless mechanical difficulties made it impracticable to do so. This rule is being strictly observed this afternoon, and its workings are the cause of many ludicrous incidents—that is, ludicrous to those observant people who take in such little things of every-day life, but rather exasperating to the actors in the little comedy.

The course of proceedings is somewhat after this fashion. Two or three ladies who have been down shopping will wait on an avenue corner until they spy the car they want, and as has been their custom heretofore they will walk out to the track on the far side of the crossing. If seen in time the gripman will bring his train to a halt perhaps fifty feet away on the other side of the street and beckon vigorously for the ladies to walk over and board the car. Sometimes these friendly advances on the part of a well-meaning benefactor are rejected with scorn, the young women especially refusing to go to any man who so publicly invites them, even if it is leap year. The result is that the car starts up and is hailed by these same would-be passengers when it approaches them, but it is the gripman's time for revenge, and he takes great delight in pointing backward over his shoulder and referring them to the other side of the street.

This is the time when the ladies become vexed, and perhaps they wish they had a certain accomplishment that has all along been regarded as exclusively a man's prerogative. Some of them take in the situation, and with good grace walk across the street, while others retire to the sidewalk and wait for the next car, when the whole performance is repeated, free of charge and without substantial variation. It is a good show, and warranted to drive away the blues.

However, the ladies of Washington will become accustomed to the new order of things in a few days, and then everything will be running smoothly again, and it will be as natural for them to hail a car on the near side of a crossing as to wait for it where it now is prohibited by law to stop.

Held Up People.

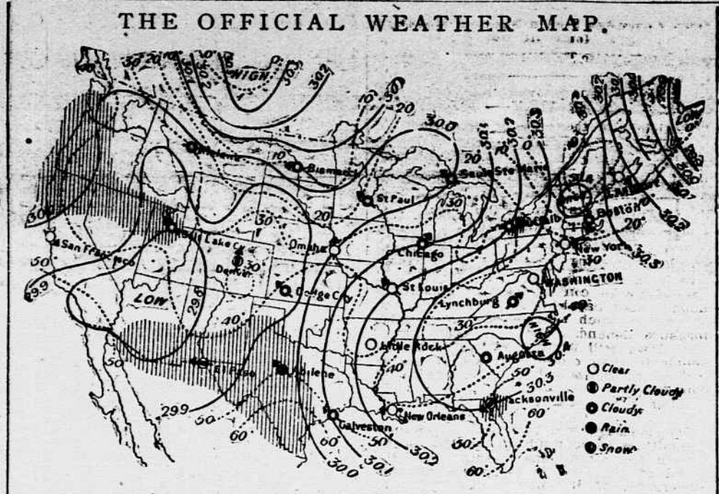
Chief Clerk Sylvester of the police department was "held up" for a dinner by two big white men not far from police headquarters this afternoon, and he invited them to go with him, intending to give them orders for something to eat. But when the men saw that they were being led to police headquarters they bolted and ran. Detectives Horne and Weedon caught them, and instead of sending them to a dining saloon for dinner, they were locked up as vagrants. They gave their names as Richard Kelly and Daniel H. Mitchell, and said they were from New York. Last night they were "holding up" pedestrians on Pennsylvania avenue, and, it is alleged, they abused those who refused them. Tomorrow morning they will be given a hearing before Judge Kimball.

Mysterious Horse.

Sheriff Underwood of Prince George's county notified the police here today that he had under arrest at Hyattsville a colored man who had a horse in his possession. The horse has been clipped recently, and it is suspected that the animal does not belong to the colored man.

Nicotine Neutralized CHEW AND SMOKE MAIL POUCH TOBACCO. NO NERVES QUAKING. NO HEART PALPITATING. NO DYSPEPTIC ACHING. ANTI-NERVOUS. -DYSPEPTIC.

THE OFFICIAL WEATHER MAP.



EXPLANATORY NOTE: Observations taken at 8 a.m., 75th meridian time. Solid lines are isobars or lines of equal air pressure, drawn for each tenth of an inch. Dotted lines are isotherms or lines of equal temperature, drawn for each ten degrees. Shaded areas are regions where rain or snow has fallen during preceding twelve hours. The words "High" and "Low" show location of areas of high and low barometer. Small arrows fly with the wind.

ANOTHER FAIR DAY.

What the Weather Bureau Predicts for Tomorrow.

Forecast till 8 p.m. Thursday:

For the District of Columbia, Delaware and Maryland, fair tonight and Thursday, with slowly rising temperature; southerly winds.

For Virginia and North Carolina, fair tonight and Thursday; warmer in western portions; variable winds, becoming southerly.

Weather conditions and general forecast: The area of high pressure in the central valleys Tuesday morning has moved to the Atlantic coast, and now covers New England and the eastern districts. A second area of high pressure is developing north of Montana. The pressure is relatively low in southern Rocky mountain districts, and a storm appears to be developing on the southern plateau. The pressure has risen on the Atlantic coast and in the extreme northwest, and has fallen generally in the central valleys.

The temperature has risen in the upper lake region, the middle Mississippi valley and the southwestern districts.

Rain has fallen in Texas and on the north Pacific coast; elsewhere generally fair weather has prevailed.

Fair weather with slowly rising temperature is indicated for the Atlantic and east gulf states. Increasing cloudiness with rain will probably occur in the lower Mississippi valley tonight or Thursday.

Tide Table.

Today—Low tide, 1:02 a.m. and 1:16 p.m.; high tide, 6:48 a.m. and 7:14 p.m.

Tomorrow—Low tide, 1:50 a.m. and 2:09 p.m.; high tide, 7:40 a.m. and 8:03 p.m.

The Sun and Moon.

Sun rises, 7:12; sun sets, 5:15. Moon sets, 6:54 a.m. tomorrow.

The Bicycle Lamps.

The new police regulations require that all cycles, bicycles and tricycles in motion after dark shall carry a suitable light.

The City Lights.

Gas lamps all lighted by 6:28 p.m.; extinguishing begun at 6 a.m. The lighting is begun one hour before the time named. If clear, less lighting may be ordered.

Naphtha lamps all lighted by 6:28 p.m.; extinguishing begun at 6:15. The naphtha lamps burn fifteen minutes later in the morning than the gas lamps, and the moon schedule does not apply to them.

Public arc lamps lighted at 5:58 p.m. and extinguished at 6:45 a.m.

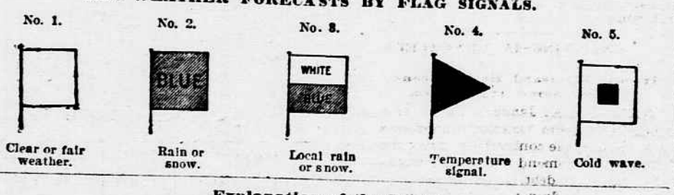
Range of the Thermometer.

The following were the readings of the thermometer at the weather bureau today: 8 a.m., 26; 2 p.m., 50; maximum, 50; minimum, 24.

Condition of the Water.

Temperature and condition of water at 8 a.m.: Great Falls, temperature, —; condition, —. Receiving reservoir, temperature, 37; condition at north connection, 4; condition at south connection, 2. Distributing reservoir, temperature, 34; condition at influent gate house, 3; effluent gate house, 5.

THE WEATHER FORECASTS BY FLAG SIGNALS.



Explanation of the Flags.

The flags are hoisted each day upon the issue of the morning weather map and float until dark. They indicate the weather that may be expected during the following thirty-six hours, but more particularly the last twenty-four hours of that period. They are to be read from the top of the staff downward. If more than one kind of weather is predicted for the period from 8 p.m. to 8 p.m. the conditions first named in the forecast will be represented by the uppermost flag. When a warning of a "cold wave" is included in the forecast message, the cold-wave flag will be displayed below the proper weather flag.

The temperature flag, when placed above numbers 1, 2 or 3, indicates warmer weather; when placed below numbers 1, 2 or 3, indicates colder weather; when not displayed, the indications are that the temperature will remain stationary.

NOT SUFFICIENTLY SAFE

The Scaffolding on the New Post Office Building Inadequate.

Superintendent Kinsey's Report on the Result of His Investigation Into the Matter.

Mr. Kinsey, superintendent of construction of the Washington city post office building, has notified the supervising architect of the treasury that he does not regard the scaffolding provided by Thorp & Bond, contractors for the structural iron work above the sixth floor, as affording proper protection to the workmen engaged in the construction of the building. What the supervising architect will do in the matter is not known. The powers and duties of the government in such a case are now under consideration. There is nothing in the contract with Thorp & Bond that covers such a contingency and it is a serious question with the law officers of the department whether the government has any right to interfere with the business relations of the contractors and their workmen in such a matter. There is no doubt as to the propriety of again bringing the matter to the attention of the contractors with an urgent request that the workmen be afforded adequate protection from danger in their work.

Result of the Investigation.

Several days ago the Federation of Labor of this city brought the matter to the notice of the Secretary of the Treasury, with the result that the superintendent of construction of the building was called upon to investigate and report the facts. His report was received at the Treasury Department today. It contains a very brief, but most significant, statement of the situation, from which it appears that since August last the superintendent has been in consultation with the representatives of Thorp & Bond, with a view to the erection of additional safeguards for the workmen. According to the superintendent, he demanded that the contractors provide additional scaffolding, with the result that Thorp & Bond purchased and put up 11,000 feet of two-inch plank on the building, in addition to what was already in place. This was sufficient for safety, says the superintendent, until the brick contractor finished the brick work on the building.

No Arrangement With Bricklayers.

At that time, the superintendent says, he advised Mr. Thorp and his foreman, Mr. Widrig, to arrange with Mr. Cowsill, the brick contractor, for the use of his scaffolding, but it appears that no agreement could be reached between them, and Mr. Cowsill accordingly moved his scaffolds down to the seventh floor of the building and stored them.

Since then Thorp & Bond have taken no action in the matter. In his report to the supervising architect of the treasury in regard to this matter, Superintendent Kinsey says that since the brick contractor's scaffolds have been removed from the eighth floor, he does not consider "the scaffolding sufficient for a rapid prosecution of the work, nor for the safety of the men engaged on the same."

The supervising architect will not permit the text of the superintendent's report to be made public, but the substance of it is embodied in the preceding statements.

Divorces Granted.

Judge Hagner today granted Elizabeth Buchanan a divorce from John W. Buchanan, to whom she was married in Pittsburg, Pa., June 1, 1874, her maiden name being Morris. Mrs. Buchanan charged her husband with deserting and abandoning her and their two children January 1, 1893.

Judge Hagner also granted John H. Carter a divorce today from Mary A. Carter, because of the woman's adultery. They were married in Baltimore, Md., June 15, 1873, her maiden name being Robison. Mr. Carter charged his wife with deserting him five years later, and with committing adultery with one Joe Bateman, a hackman, and with other men.

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THE NORTHEASTERN BANK FAILS.

Thomas P. Woodward Appointed Receiver to Pay Off All Claims.

Upon the petition of President Engel, Vice President Appleman and Cashier Tillman, acting for the board of directors of the Northeastern Savings and Deposit Bank, Thomas P. Woodward was today appointed receiver of that institution.

The Northeastern Savings Bank is located at the corner of 2d and H streets northwest. It is a new organization, its operations were not extensive and other banks will be involved. The cause of the action taken is that for several days there has been a feeling of distrust among its depositors, and a run on the bank soon demonstrated the futility of holding out against the adverse situation. Primarily the cause of the failure was the assignment of the cashier, Mr. Joseph Hillman. His failure in no way involved the bank, yet the moral effect on the minds of the depositors was the same as if the bank had been affected. William A. Engel, president of the bank, is the local manager of the Pabst Brewing Company of Milwaukee. Mr. Hillman is well known in the meat trade. One of the directors of the bank is Andrew Gleeson, who was yesterday elected delegate to the republican national convention.

In a statement today Mr. Engel said the receiver would wind up the affairs of the bank and pay the depositors in full. If the assets did not hold out, he said, the stockholders would go down in their pockets and pay the last dollar due.

Hillman & Co.'s Assignment.

Joel Hillman, trading as Hillman & Co., at 922 Louisiana avenue northwest, today made an assignment for the benefit of creditors to Andrew B. Duvall. The assets are placed at $10,007.47, exclusive of 590 shares of Magneto telephone stock, the par value of which is $5,000, while the liabilities foot up $25,029.01.

Claim Damages.

Another suit was filed today as the result of a collision between cars of the Belt line and Metropolitan Railroad Company at 9th and P streets the 17th of last September. In the suit filed today the plaintiffs are Caroline E. Gates and her husband, Henry S., the two companies being made defendants. Through their attorneys, J. J. Darlington and Dudley A. Michener, the plaintiffs claim $5,000 damages, asserting that Mrs. Gates, who was a passenger on the Belt line car, was permanently injured.

A SURVIVOR'S STORY

Vain Efforts to Keep the Hawkins Afloat.

CARGO AND COAL CAST OVERBOARD

Disastrous End of the Fillibustering Expedition.

RETURN TO NEW YORK

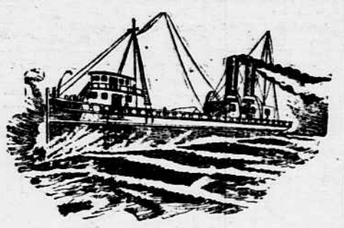
Jose C. Hernandez, a Cuban, who was on board the steamship J. W. Hawkins, the alleged filibuster, which was wrecked Monday morning, as related in yesterday's Star, told the following story in New York yesterday afternoon:

Hernandez's Story.

"The Hawkins reached this city last Friday," he said, "coming from Baltimore, and tied up at the foot of 138th street, East river. I do not know whether in coming she went all the way around Long Island so as to escape detection or not. I do know, though, that on Friday night and Saturday she was loaded with the arms, ammunition and explosives, and that the word was passed around to the patriots who had shown themselves to be ready to go to Cuba aboard her to be on hand to sail after dark on Saturday night. We were told to meet in a marble yard at the foot of East 138th street.

All Picked Men.

"We were all picked men. Over one hundred and seventy of us answered the call. We had been drilled for the service here. I do not mean exactly that we had been drilled in the use of arms, but we had been several times summoned to start for Cuba, just to test out readiness and our courage



The J. W. Hawkins.

to do so, and we had never failed to respond.

"We could not take 170 men on the Hawkins, however, for she could carry only 126 men with her crew, so over fifty men had to be left behind, and sad they seemed to be over it.

"Among the men we took along were two French chemists who were to instruct the revolutionists in the uses of explosives and the methods of mixing them, and a sanitary corps of eight physicians, all Cubans, graduates of medical colleges in this city. They carried a large supply of instruments and medicines. Our principal leaders were Gen. Calixto Garcia and his son, Gen. Carlos Garcia; Col. Rosa and Lieuts. Alfredo Arango and Bernado Soto.

"The Hawkins had left the foot of East 138th street before we gathered there. Our meeting place was picketed so as to prevent intrusion, for the Garcias were our leaders, and we knew that the Spanish spies were hot after them. We knew that we would find the Hawkins waiting for us up the sound, and we knew that we were to go in her straight out around Long Island and then head direct for Cuba. We were not told, however, at what point in Cuba we were to attempt to make a landing.

"Soon after dark the steamer which was to take us up to the Hawkins came alongside the wharf. We were about to go aboard when we found that two men, mulattoes, had deserted and given our plans away to the police. They were seen talking to the policemen. The man who was sent to bring the two back was Gen. Carlos Garcia himself. He was chased by the policemen, but got away from them and rejoined us.

The Start.

"Then off we started. That was about 8 o'clock on Saturday night. A great many of our Cuban friends in this city were down at the dock to see us off, among them Mr. Trujillo, the editor of El Porvenir, and Mr. Smith, who had negotiated for the purchase of the Hawkins.

"Going up the East river we were all ordered to keep perfectly still. Tarpaulins were spread over the men so that they would not be seen, should the police boat, which we understood was looking for us, happen along. We ran alongside the Hawkins about 1:30 o'clock on Sunday morning, and were transferred to her. Then the tug left us. Capt. Hall, who was in charge of the Hawkins, told us he thought we would have fine weather for several days. As the steamer was heavily loaded, this was welcome news. Nearly all our load was on deck, as the hold was small. Large bags of coal were also piled on the deck.

Sprung a Leak.

"All went well through Sunday, and we rounded Montauk Point and headed for the south. We struck a nasty sea there and the Hawkins behaved very badly. At 9 o'clock on Sunday night word came from the engine room that the seams had opened under the strain, that the pumps were clogged and that if we would keep the boat afloat we must get to work with buckets. There was no excitement among the men, for they had almost expected such an announcement, seeing how the steamer was working. Bucket lines were formed and we set to work bailing out with all our will.

"The sea kept getting rougher all the time. The water came in the engine room faster than we could get it out. Gen. Garcia went to Capt. Hall and asked him if he did not think it possible to save the steamer and her, to us, immensely valuable cargo. Capt. Hall said it was not possible. Gen. Garcia told him that we did not want to abandon her until the very last moment, and we kept at work.

"At last the water in the engine room got so high that it put the fires out, and then we made headway under a single sail. At 8 o'clock on Monday morning it was decided to throw our cargo overboard.

"Then we began to throw over the cases of arms and ammunition. We had a great quantity on board. There were over $80,000 worth of arms alone. We had two Hotchkiss guns, 1,200 Remington and Winchester rifles and 1,000,000 rounds of ammunition. In addition to this there were 3,000 pounds of dynamite and a lot of raw material for making heavy explosives. All these things we threw into the sea, which by this time was boiling around us and sending great waves over the decks. We worked all night, and when daylight came we had thrown all of the cargo and coal overboard. Still the water continued to gain on us in the engine room, and at last it put out the fires.

"At intervals all through the hours of darkness we burned rockets and fired signals of distress. But it was not until about 8 o'clock in the morning that we saw any other vessel. At that time we sighted three schooners, and they sailed as close to us as they could with safety. Then it was that we were ordered to take to the boats. There were six small boats on the steamship, but only five of them were available. The sixth was so covered with wreckage, which had been thrown over it by us in the efforts to get at the arms and coal, that we could not launch her in time.

"We got into our boats as fast as we could, but there was a terrible sea by this time, and the work was dangerous and slow. We found out afterward that we were about 39 degrees 58 minutes latitude, and 72 degrees 33 minutes longitude, west.

Taking to the Boats.

"Calisto Garcia Inaga was in command of the revolutionists, and his son, Carlos Garcia, was second in command. Gen. Rosa was also on board. These officers ordered us to take to the boats, and we did so. I was in the first boat. There were about twenty men beside myself in that boat, and it was greatly overcrowded and hard to manage in the rough sea.

"The other sixty odd men came in the other two boats. Six were drowned in trying to get into the last two boats. I do not know the names of all who were drowned, but one was a French chemist, who was with the expedition to make heavy explosives when we got to Cuba. There were two of these chemists, but only one of them was lost. Another of those who were drowned was a man named Alvericke. He was a member of the revolutionary party, as were the other four who went down in the sea. The boat I was in was picked up by the schooner Leander V. Beebe, Capt. Howes, of Boston. She picked up the first three boats to leave the steamship, and the other two were picked up by the schooners Helen H. Benedict of Boston and Alicia B. Crosby of Portland, Me.

"We left the ship at 9 o'clock Monday morning, and twenty minutes later we saw her go down. She gave a great lurch to one side, and then settled into the sea.

"The schooner Leander V. Beebe sailed for this port, but I was taken off her off Long Branch at 10:30 o'clock this morning by the tug Fred B. Dalziel and brought direct to this city. I landed at pier 8, North river, at 12:40, and reported at once to the headquarters of the revolutionary party, in the Manhattan building. There they told me that they had received telegrams from Woods Holl, Mass., and from Boston, saying that the rest of the crew and the revolutionists were all safe, with the exception of the six that were drowned when we left the steamship.

"There were no Americans on board the Hawkins. They were all Cubans, who had been enlisted in this city to fight for the cause of freedom for Cuba. We were not drilled in this city, but were enlisted here for the cause. We only knew that we were going to Cuba. No one except the captain and the commander knew what part of Cuba we were bound for."

It was learned at the office of F. B. Dalziel & Co. that their tug, which brought Hernandez to New York, was hailed by the schooner Leander V. Beebe forty miles southeast of Barnegat, N. J. The Hawkins survivors on board asked to be taken off and brought to New York. Seventy of them were transferred to the Dalziel and brought to New York, Hernandez landing, as before stated, at pier 8, North river; the remainder disembarked at pier 48, North river.

Cuban Leaders Excited.

At no time since the beginning of hostilities has there been such excitement at the headquarters of the Cuban revolutionists in New York as there was yesterday, when it was learned that the steamship J. W. Hawkins, which had been fitted out at great trouble and expense as a filibuster, had been wrecked Sunday night, and had been abandoned by the revolutionists and the crew on Monday morning.

Minister Palma was besieged by callers all afternoon. He refused to see reporters, and his associates were evidently afraid to do any talking. At first every one about headquarters denied point-blank that any filibustering expedition had left in the steamer Hawkins or any other steamer and had been wrecked. It was also denied that Hernandez or any one else had called at headquarters and reported that the expedition was wrecked. A man who refused to give his name was afterward pronounced a Spanish spy, and said that Hernandez had received a large sum of money from Minister Palma to assist those of the stranded filibusters who might be in need.

It was not until 7 o'clock at night that about a score of newspaper men succeeded in getting an interview or statement from Minister Palma personally. He said that in his official capacity he knew absolutely nothing about the alleged filibustering expedition. He declined to say anything about the wreck of the Hawkins, or whether he had received a dispatch from Woods Holl, Mass., and from Boston, that those of the revolutionists who had not been taken to New York had arrived safely there. He did admit, however, that he had received a dispatch from Boston. He also admitted after a great deal of pressure that a young man had called upon him who was in need of financial assistance, and that he had given money to him. What his name was, or what he wanted the money for, Minister Palma would not state.

"Gentlemen," said he, becoming excited, "you surely can't expect me to tell you all that I know or may have heard. I have told you all that has come to my official knowledge, but about this filibustering business I know nothing. You don't want me to say I am a filibuster, do you? Well, I can't say any more. We have nothing to do with filibustering here; don't ask me to say any more, because I have nothing to say, except that I know nothing."

Minister Palma was asked if he had heard it reported that six of the filibusters had been drowned while endeavoring to get into the small boats when the latter were leaving the Hawkins, but he had nothing to say. Such a statement had been credited to Hernandez.

There was no doubt that a large number of Cubans had landed from the tug Dalziel at pier 40, North river, in the afternoon. Mr. Dalziel was seen at his office in South street, and confirmed this statement. Where these men went seemed to be a mystery, but it was said at the Hotel America, in Irving place, that they had scattered about the city and were lodged in Cuban boarding houses.

Some confusion of mind has been caused by conflicting reports as to where the steamer sank. According to Hernandez's story it was a number of miles off the New Jersey coast between Barnegat and Atlantic City, and directly in the path of vessels bound for New England.

Palma Offered to Retire.

So sadly cast down are the Cuban leaders over this disaster that at a conference held last night at the house where Gen. Calixto Garcia and his son are stopping, at 256 west 129th street, New York, Tomaso Estreda Palma, the head of the Cuban junta in the United States, offered to resign his post. The leaders who were with him, however, told him that he wronged himself in feeling that he was in any way responsible for the ill-fortune of the insurgents and insisted that he must stick to his post.

The great majority of the filibusters aboard the Hawkins were picked up by passing schooners, but of the 126 men on board, including the steamer's crew, eighteen are not accounted for. Reports differ as to how many lives have been lost.

Seventy of the men, including Gen. Calixto Garcia and his son, Gen. Carlos Garcia, were landed in New York yesterday by the tug F. B. Dalzell, which took them from the schooner Leander V. Beebe. Garcia and his son went to their home, where they remained last night.

Eighteen Missing.

It is known that twenty-five more of the filibusters were picked up by the schooner Helen H. Benedict, bound for Boston, and landed, while thirteen others were picked up by the schooner Alicia B. Crosby, bound for Portland, Me., and landed at Vineyard Haven. In all, therefore, 108 of the 126 men are accounted for, leaving eighteen missing.

Scale of Drawback Payments.

The following is the scale adopted by the Treasury Department for the payment of drawbacks on exported syrups made from imported raw sugar: For sugar testing ninety degrees, one and forty-nine hundredths pounds allowance for one gallon of syrup, with an increase or decrease of about two hundredths of one pound for each higher or lower degree of test.

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