CEASELESS PREPARATION FOR THE CRISIS.

Continued From Page 1.

and leaving this harbor. The message asks that the names of all boats entering and leaving be forwarded, together with the names of the companies to which said boats belong.

Light Battery K Is Held.

SAN ANTONIO, Tex., Feb. 24.—The sensation today at Fort Sam Houston, the large military post at this place, was the order from headquarters suspending the present order sending light battery K, First artillery, into the mountains on its annual thirty days' taget practice.

Buckland Called to Washington.

NEW HAVEN, Conn., Feb. 24.—In response to orders from the secretary of the navy, E. G. Buckland, who commands the naval battalion of Connecticut, left for Washington tonight.

Recruiting on the Vermont.

NEW YORK, Feb. 24.—Recruiting was continued today on the receiving ship Vermont. Up to today only forty-five men had been accepted. About 1,500 would-be volunteers have visited the Vermont since the recruiting began last Monday.

Warships' Crews Reinforced.

SAN FRANCISCO, Feb. 24.—The steamer Mariposa, sailing tomorrow for Honolulu, will carry a number of American blue jackets to reinforce the crews of the cruiser Baltimore and the gunboat Bennington, now at Honolulu. It has been announced that the cruiser would be ordered to San Francisco, but the departure of the blue jackets indicates that this programme has been altered.

Volunteers Offering for Service.

CINCINNATI, Feb. 24.—Under instructions from Washington, Col. Cochran, commandant at Fort Thomas, Ky., today issued orders bringing the men on the rifle range at Culbertson, Ky., back to the forts. New bayonets that can also be used for trenching tools were issued to all the troops. The men are daily undergoing fatigue drill and expect to go to Key West, instead of Charleston, S. C., as reported. The First regiment of the Ohio National Guards, located here, is filling up with recruits. Several unauthorized recruiting stations for volunteers have been opened in this city, and their enrollment will more than fill a regiment.

The Vizcaya to Sail at Once.

NEW YORK, Feb. 24.—Unless some unexpected order is received from Madrid, the Spanish man-of-war Vizcaya will weigh anchor tomorrow afternoon and steam through the Narrows to open sea on her way direct to Havana. Arturo Baldasano, the Spanish consul general in New York, called on Capt. Eulate this afternoon and took to him important dispatches, one of which ordered him to leave this port without delay. The order was not unexpected, and all day the vessel's crew prepared for a voyage.

Spanish Bonds Falling.

LONDON, Feb. 24.—Spanish 4s fell in the Paris bourse today from 60 11-16 to 60 1-16. The Evening News alleges that the Spanish bondholders have become alarmed over reports from Madrid of a reservation taken by the Bank of Spain regarding the payment of the April coupons.

Why do so many buy their Outfits of the Seattle-Alaska General Supply Co. in the Dexter Horton Bank Building on First Avenue South?

have been optimistically utilized by the ministerial press.

The Paix frankly declares that Cuban independence is imminent.

The queen regent today presided at a cabinet council which discussed the relations between Spain and the United States.

Torpedo Boats Ordered to Cuba.

NEW YORK, Feb. 24.—A dispatch to the World from Madrid says: The queen invited to lunch with the royal family Capt. Villami, the captain of the Spanish squadron about to start for Cuba. He had called to take leave of the queen. After luncheon the queen talked a long time with the commander, inquiring into all the details of the contemplated cruise. Villami afterwards went to the ministry of marine to take leave of Gen. Bermajo, with whom he had a long interview.

The squadron will be composed of three torpedo destroyers—the Pluton, the Terror and the Furor—and the torpedo vessels Rayo, Alcor and Ozor. These craft will be accompanied by the steamer City of Cadiz, conveying coal and provisions. The vessels will stop at the Canary islands, and also at Porto Rico before reaching Cuba.

War Would Save Sagasta.

ST. LOUIS, Feb. 24.—Lupercio Martinez, a Cuban residing in St. Louis, and a man reported to be in close touch with the leaders of the cause for independence, stated yesterday that the Cubans are not in favor of a war between the United States and Spain.

"We do not want to see the United States declare war against Spain. We can win our own independence now, and need no intervention. Spain realizes her inability to keep the islands. But the Sagasta party dare not declare such to be the case, because to do so would mean the downfall of the party, and most likely a revolution. To declare the islands independent would be a death blow to the powers that now rule Spain. Now, if that party can force a war with the United States, it will be just what they want, because by it they could surrender Cuba and at the same time preserve their existence. This is the only salvation of Sagasta and his followers. If they can force it they will; if not, they perish as the dominant force in the nation."

SENOR POLO Y BERNABE.

Successor of De Lome as Spanish Minister to the United States.

Senor Polo y Bernabe, the new Spanish minister to Washington, is the son of Admiral Polo, of the Spanish navy, who was minister to the United States during President Grant's administration and who was chiefly instrumental in staving off belligerency recognition in the last Cuban rebellion. Senor Polo, as he is called, is by no means the brusque democrat his father was. He is a colorless young man of almost no force of characteer, and has been carried along in the diplomatic offices of Spain by administration after administration for the sake of his father and his family. He has done little of note during his official life, although he is a man of much learning. He speaks English fluently, and has a wide acquaintance with commercial history, on which subject he has written a number of valuable treatises. His wife, Senora Mendez de Vigo, the daughter of the present Spanish ambassador to Germany, is an accomplished woman not unknown in Washington society. The new minister is not the Polo who was attache and third secretary of the Spanish legation from 1873 to 1881. That official was a brother of De Lome's successor, and is now dead. The dead brother's career was exceptionally brilliant. He rose to an importance almost equal to his father's.

DREAD A SECRET THRUST.

The Imparcial Abuses McKinley, and Warns Spain Against America's Preparations for War.

MADRID, Feb. 24.—The Imparcial today takes the Spanish government to task for "its apathy, contrasted with the patriotic feeling of the country," and warns the nation against the "hypocritical Yankee policy which really aims at the independence of Cuba." Continuing, the Imparcial says:

"President McKinley may make and reiterate the protestations of friendship and pacific intentions, but his actions contradict his words. While the president of the United States is cajoling with us, he sharpens his dagger to stab us behind. While talking concord, he utilizes his Sundays in unusual war preparations at the docks, and cancels the furloughs of the marines. Can we trust those who are preventing the pacification of Cuba and fomenting filibustering expeditions; who are sending warships under the pretext of friendship, and preaching peace? We must prepare for war. There is no time to acquire warships, but we should fit out immediately what we have, sending the Pelayo, Colon, Emperador Carlos V. and Infanta Maria Teresa to follow the Almirante Aquendo and Vizcaya to Cuban waters, and the rest of the fleet to guard the peninsula. Any other policy than preparedness is only to play the Americans' game, which is to exhaust our resources and gain the independence of Cuba without risking anything. How long does the government mean to favor the American plans? How long will this agonizing nation tolerate the apathy of the government?

This language from a semi-official organ is much commented upon.

United States Minister Woodford gave a banquet today in honor of the new Spanish minister at Washington, Senor Polo y Bernabe. The guests included the Austrian, Russian, French, German, Italian, Turkish, Dutch and British ministers and the Duke of Veragua, the lineal descendant of Columbus, who was the guest of the United States at the time of the Chicago fair; the premier, Senor Sagasta, two members of the cabinet and the staff of the United States legation. Much political importance was attached here to the incident and the banquet, "coupled with the peaceful utterances of President McKinley," according to a semi-official report.

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A MESSAGE FROM SIGSBEE.

He Is Given Full Authority to Dispose of Wreckage—Bodies Cannot Be Brought Home.

WASHINGTON, Feb. 24.—Rumors of startling discoveries in the wreck of the Maine were less frequent, but there were enough of them still afloat today to warrant Secretary Long in making this statement to the newspaper men as he left his office:

"Summing up the situation, I should say that the navy department knows today nothing more about the cause of the disaster than it did five minutes after the receipt of the first dispatches from Capt. Sigsbee."

The secretary's attention was drawn to the published statement that Capt. Crowninshield, chief of the bureau of navigation, had just arrived at Tampa on the Montgomery from a trip to Cuba, where he had been inspecting prospective coaling stations near Matanzas. The secretary's comment was simply this:

"Capt. Crowninshield has not been to Cuba. He has been off with his boy on matters not in anywise connected with the business of the navy."

Secretary Long further said that he rather expected to see Capt. Crowninshield tomorrow.

Until the conclusion of the investigation of the court of inquiry at Havana, the principal business of the navy department in connection with the Maine will relate to the conduct of the wrecking operations.

Capt. Lemley, the judge advocate general, who has this branch of the work immediately in charge, today received telegrams from the Merritt & Chapman Wrecking Company, at New York, stating that the steamer Merritt and wrecking lighter Sharpe had sailed for Havana, and the tug Underwriter, with the Chief, would leave New York Saturday for the same place. The assistant wrecking master was going to Havana on the Ward line steamer Saturday, and it was suggested to the department that its inspector should take the same steamer. Inasmuch as Lieut. Commander Kimball, who is now at Havana, has been assigned to the duty of inspecting the wrecking operations, it will not be necessary to observe this suggestion.

The only exact information received by the navy department from Havana during the day was conveyed in Capt. Sigsbee's telegram as follows:

"Wrecking tug Right Arm, which arrived yesterday, will begin work today. Much encumbering metal must be blasted away in detail. Navy divers were down aft seven days, forward four days. The bodies of Jenkins and Merritt have not been found. Two unidentified bodies of the crew were found yesterday. The aft department is filled with detached, broken and buoyant furniture, and fittings, mud and confusion.

"Spanish officers continue offers of assistance and care for wounded and dead.

"Everything that goes from the wreck to the United States should be disinfected. Wrecking companies should provide for this. Surgeons of the Maine, after counselling with others, recommend that all bedding and clothing should be abandoned. It might go to the acclimated poor. Useless fittings and equipments might be towed to sea and thrown overboard. Will take all immediate responsibility, but invite department's wishes.

"Shall old metal of superstructure and the like be saved?

"Friends of the dead should understand that we are in the tropics. Chaplain Chadwick is charged with all matters relative to the dead. His conduct is beyond praise.

"Don't know what reports are being printed, but intensely active representatives of the press here have been very considerate of me and my position."

Secretary Long immediately answered Capt. Sigsbee, approving all his recommendations. He was directed to have Lieut. Wainwright, executive officer of the Maine, make arrangements with the wreckers for the disinfection of everything sent to the United States. The recommendation that all the clothing be abandoned, and if need be, given to the poor, was approved without comment. The same approval was given to the suggestion that useless fittings and equipment be towed to sea and thrown overboard, it being left to Capt. Sigsbee's judgment to determine how far this destruction should be carried.

To the captain's inquiry as to the saving of old metal and parts of the superstructure, the answer was given that such material was of no use to the bureau of equipment. It was left to Capt. Sigsbee to say what of this shattered material was worth preserving. His statement that much blasting would be required to clear away encumbering material indicates that it is essential further to destroy the upper portions of the wreck, in order to get at what is more valuable beneath.

Capt. Sigsbee's statement that the divers have been down aft seven days, and forward four days, gave the navy department the first information of the time that the divers had been in the vicinity of the "zone of the explosion," as he termed it.

The statement in the Sigsbee dispatch that "friends of the dead should understand that we are in the tropics" is understood at the navy department to be an answer to urgent pleas of relatives of the dead for the bodies to be brought to the United States. These appeals excite deep sympathy, but no hope can be held out that the dead can be brought back. One of these communications makes a pitiful plea against burying the dead "by alien hands in an alien country." There are circumstances which, if they could be made known, would end such appeals, and would show that the department has not been wanting in a desire to bring the remains to this country. These circumstances have been withheld, mainly through a desire to save friends and relatives from the pain which would be caused by a full disclosure of the effects of the explosion. The press reports have given in part the terrible mutilation of the bodies, but it is feared this has not been fully realized by friends and relatives. The men were sleeping on the berth deck, with metal floors and ceilings, which, by the force of the terrific explosion, were ground together in a confused mass. Knowing this, there is little hope that many of the bodies still missing will be found, or, if found, that they will be in a condition to be brought to the United States.

The officers of the British battleship Hood today cabled from the island of Crete, expressing deep sympathy over the disaster to the Maine.

At the Spanish legation much interest is manifested in the developments attending the Maine inquiry and the earnest hope is expressed that conservative judgment will not be influenced by reports which, by the Spanish legation, are regarded as untrustworthy. Mr. Du Bosc, and his staff, are maintaining a calm attitude and are seeking to allay everything which might inflame public sentiment.

Late tonight the navy department received two brief telegrams from Capt. Sigsbee at Havana. One related to some routine matter of expenditures in connection with the work on the Maine, and the other is as follows:

"Divers report more bodies in wreck. Some in hammocks involved in debris. Probably not recognizable."

This dispatch indicates that the divers have finally secured at least partial entrance to the quarters in the forward part of the vessel, where the crew were asleep when the explosion occurred, and under which were the magazines. One fact, that the divers were unable to extricate the bodies, shows the fearful obstacles against which they are operating, and bears out the belief that the work of submarine investigation will necessarily proceed slowly.

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COURT OF INQUIRY IN SESSION.

Will Soon Sail for Key West to Complete Examination.

HAVANA, Feb. 24.—The court of inquiry held its usual sessions today. Capt. Sampson reports that Chaplain Chadwick was examined as to his personal experiences at the time of the disaster to the Maine, and that the testimony was taken of the captain of a British bark in the harbor and the superintendent of the West Indian Oil Works across the bay at Regla, both of whom witnessed the explosion. Mr. Rolf, the British engineer of the floating dock in the harbor, wrote a letter to the court, but, it is said, did not add anything material to what was known.

At the afternoon session, the divers were examined more fully than before. Their testimony is taken from to day. The court expects now to finish here today and to sail on the Mangrove for Key West, where the other officers and men will be examined.

Neither the officers of the court of inquiry nor the witnesses will give the slightest indication of the testimony or the conclusions deducible from it, and all say that the men employed on the wreck have been warned to observe an equally strict reticence.

This course is regarded as eminently wise by the Americans and all intelligent Spanish officials, as there is no telling what passions might be aroused or what evil results might be brought about by talking of the matter in the present state of public feeling in Havana. Thus far Americans are treated with the utmost courtesy and kindness; and it seems the special care of the residents of Havana to show friendliness.

Consul General Lee says there is no truth in the report that he had asked Capt. Gen. Blanco to dismiss from Cuba certain newspaper men for sending sensational stories to the United States. On the contrary, Gen. Lee has never interfered with the American newspaper men in any way.

THE MAINE'S DEAD HEROES.

Chauncey Depew Pays His Tribute at a Sale of Tickets for the Benefit of Their Families.

NEW YORK, Feb. 24.—A thousand representative people gathered at the Metropolitan opera house this afternoon to bid for the boxes and seats for the performance on Sunday night next for the benefit of the families of the sailors and marines who lost their lives on the battleship Maine.

Chauncey M. Depew made a speech previous to the sale, in which he said:

"It is many years since the country stood in the shadow of a crisis so overwhelming as the present. We stand in the attitude of saying to the president: 'We wait you fearlessly, and without favor to friend or foe, to examine into and tell us what caused the death of these seamen, our brothers.'

"Our great ship went to Havana to protect American life and property, if called upon. Every one on board was ready to lay down his life."

The sale netted $2,916.

MINES UNDER HAVANA HARBOR.

Spaniards Admit Existence of a Closed Subterranean Passage.

HAVANA, Feb. 24.—In connection with the claim made by the Cubans that there are mine galleries under the harbor of Havana, leading from subterranean passages and known to have existed for years, the Spaniards explain that for over a century a subterranean passage, about two miles long and eight feet at its narrowest diameter, capable of giving passage to a column of troops, has existed from the navy yard to Castillo del Principe. But, the Spaniards further assert, the existence of this passage was not known to the present authorities or to those who have been in power for many years past. The entrances and exists, it is added, have been closed for years past by thick walls, now covered with debris, and their exact location is said to be lost.

At the same time it is admitted that the matter regarding the subterranean passage can be found in old documents contained in the archives of Havana. Finally, the Spaniards insist that this passage does not go under the harbor at any point.

EXPLOSION WAS FROM OUTSIDE.

Testimony of a Diver Employed on the Wrecked Battleship.

WASHINGTON, Feb. 24.—The Evening Star has received the following cablegram from Charles Pepper, it's staff correspondent in Cuba:

At this writing divers are developing important results. From an examination of the igner wreckage they have secured evidence which seems conclusive that the explosion came from underneath the ship. Some of the smaller magazines may have exploded. The main ten-inch magazine did not explode. The condition of the interior of the ship shows further probability of the wreck having been due to outside force. The further the investigation progresses the more untenable becomes the theory which the Spanish government has adduced to show accidental cause. It is evident that the Spanish case will be based on the claim that fire preceded the explosion.

A diver who had been engaged in the work of getting bodies out said:

"God be merciful to the men who blew those poor fellows to eternity. The United States should not."

This was before Secretary Long's order prohibiting officers from talking. This diver evidently thought the explosion was not an accident. He had an expert's capacity and opportunity for judging.

RELIEF FOR THE SUFFERERS.

Congress Probably Will Vote the Equivalent of a Year's Pay.

WASHINGTON, Feb. 24.—Representative Boutelle, chairman of the house committee on naval affairs, conferred with Secretary Long again today. Mr. Boutelle said that his visit was confined wholly to the question of relief for the sufferers of the Maine. The bill which he had prepared will carry about $167,000 if passed in its present form. It has been suggested, however, that a general law was passed in 1895 under which relief may be given for the actual loss suffered by those in the naval service in case of disaster. How far this general law will affect the special relief extended to the Maine sufferers has not yet been determined, but in any event it will cover only the actual loss of clothing, etc., while the relief measure is designed to give a bulk allowance equivalent to twelve months' pay.

Mr. Boutelle stated that his call had nothing to do with the question of new ships and naval equipment to be provided by the naval appropriation bill in course of preparation under his chairmanship.

NO MARKET FOR COTTON NOW.

Possibility of War With Spain Makes Buyers Cautious.

HOUSTON, Tex., Feb. 24.—It is reported from Brenham that the agents of McFadden Bros., of Philadelphia, one of the world's great cotton firms, had been instructed to stop buying cotton. The same notification is said to have been sent to all their hundred or more agents in Texas. Inquiries are said to have brought the answer that it was because of the Cuban complication. This has caused considerable flurry among the local cotton men.

Bryan Won't Talk About the Maine.

TOPEKA, Feb. 24.—In an interview, Mr. Bryan declined to discuss the present crisis with Spain. He said there is time enough to discuss that affair when the official investigation is through.

Cubans Celebrate the Anniversary.

NEW YORK, Feb. 24.—The Cubans of this city held a mass meeting at Chickering hall tonight to celebrate the third anniversary of the outbreak of the revolution.

LIEUT. BLANDIN'S EXPERIENCE.

Thrilling Narrative of an Explosion and Its Fearful Results.

St. Louis Globe-Democrat.

Lieut. John J. Blandin, of Baltimore, one of the Maine's survivors, who is at the Key West hotel, gave a correspondent this evening a succinct account of the disaster, saying that not until now has he been able to recollect the sequence of events in the terrible ten minutes following the explosion Tuesday night. Lieut. Blandin was on the Trenton at the time of the disaster off Samoa, in March, 1889, when American and German vessels lost 244 men all told. Lieut. Blandin says:

"I was on watch, and when the men had been piped down below, I locked down the main hatches and over the side of the ship. Everything was absolutely normal. I walked aft to the quarter deck behind the rear turret, as is allowed after 8 o'clock in the evening, and sat down on the port side, where I remained for a few minutes. Then, for some reason I cannot explain to myself now, I moved to the starboard side and sat down there. I was feeling a bit glum, and, in fact, was so quiet that Lieut. J. Hood came up and asked laughingly if I was asleep. I said: 'No, I am on watch.'

"Scarcely had I spoken, when there came a dull, sullen roar. Would to God that I could blot out the sounds and the scenes that followed. Then came a sharp explosion, some say numerous detonations, I remember only one. It seemed to me that the sound came from the port side forward. Then came a perfect rain of missles of all kinds, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would be detachable in an explosion.

"I was struck on the head by a piece of cement and knocked down, but I was not hurt, and got to my feet in a moment. Lieut. Hood had run to the poop, and, I supposed, as I followed, he was dazed by the shock and about to jump overboard. I hailed him, and he answered that he had run to the poop to help lower the boats. When I got there, though scare a second could have elapsed, I had to wade in water to my knees, and almost instantly the quarter deck was awash. On the poop I found Captain Sigsbee, as cool as if at a ball, and soon all the officers except Jenkins and Merritt joined us. The poop was above water after the Maine settled to the bottom. Captain Sigsbee ordered the launch and barge lowered, and the officers and men, who by this time had assembled, got the boats out and rescued a number in the water. Captain Sigsbee ordered Lieutenant-Commander Wainwright forward to see the extent of the damage and if anything could be done to rescue those forward or to extinguish the flames which followed close upon the explosion and burned fiercely as long as there were any combustibles above water to feed them.

"Lieutenant-Commander Wainwright, upon his return, reported the total and terrible character of the calamity, and Captain Sigsbee gave the last sad order, 'abandon ship,' to men overwhelmed with grief, indeed, but calm and apparently unexcited.

"Meantime, four boats from the Spanish cruiser Alfonso XIII. arrived, to be followed soon by two from the Ward Line steamer City of Washington. The two boats lowered from the City of Washington were found to be riddled with flying debris from the Maine, and unfit for use. Captain Sigsbee was the last man to leave his vessel, and left in his own gig.

"I have no theories as to the cause of the explosion. I cannot form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Havana harbor was full of torpedoes, but the officers whose duty it was to examine into that reported that they found no signs of any. Personally I do not believe the Spaniards had anything to do with the disaster. Time may tell, I hope so.

"We were in a delicate position on the Maine, so far as taking any precautions was concerned. We were friends in a friendly, or alleged friendly, port, and could not fire upon or challenge the approach of any boat boarding us, unless convinced that her intention was hostile.

"I wish to heaven I could forget it. I have been in two wrecks now, and have had my share, but the reverberations of that sullen, yet resonant, roar, as if the bottom of the sea were groaning in torture, will haunt me for many a day, and the reflection of that pillar of flame comes to me even when I close my eyes."

BEFORE long my throat was filled with sores, large lumps formed on my neck, and a horrible ulcer broke out on my jaw,—says Mr. O. H. Elbert, who resides at cor. 22d St. and Avenue N., Galveston, Texas. He was three times pronounced cured by prominent physicians, but the dreadful disease always returned; he was then told that HOT SPRINGS was the only cure. His hair had all fallen out, and he was in a sad plight. After taking one bottle of S. S. S. he began to improve and two dozen bottles cured him completely, so that for more than six years he has had no sign of the disease.

SSS

Book on the disease and its treatment mailed free by Swift Specific Co., Atlanta, Ga.

IN THE HOUSE.

Sundry Civil Appropriation Bill Under Discussion All Day.

WASHINGTON, Feb. 24.—The house devoted itself strictly to business today and disposed of thirty additional pages of the sundry civil appropriation bill.

The item in the bill placing at the disposal of the quarantine service the government unexpended epidemic funds, now amounting to $240,000, created considerable debate. A n amendment by Sayres of Texas to increase the fund at the disposal of the quarantine service $300,000, was lost.

The following proviso was ruled out on a point of order, raised by Chairman Lacy, of the public lands committee, that it was new legislation:

"That hereafter no public moneys shall be expended for the survey of any portion of the public domain embraced within any forest reservations of the United States, except for such surveys as may be necessary to designate the exterior boundaries of such reserves, and of such lands within said reserves as may be embraced within or covered by legal claims initiated prior to the date of the proclamation of the reservation."

On motion of DeVries of California an amendment was adopted appropriating $6,000 for the Yosemite National park.

The senate bill to prohibit the passage of local or special acts by territorial legislatures and to limit territorial indebtedness was passed.

At 5:15 the house adjourned.

IN THE SENATE.

Spooner Favors Seating of Corbett—Railroads in Alaska.

WASHINGTON, Feb. 24.—At the conclusion of the morning business the vice president laid before the senate Allen's resolution, which was laid over from yesterday. Allen said that, being satisfied from the vote on his amendment yesterday, the fate of the resolution was quite well settled, he would withdraw it.

Spooner of Wisconsin made a legal argument in favor of the seating of Henry W. Corbett, of Oregon. He said that as a lawyer he felt he had no higher or better right to a seat in the senate than Corbett.

Spooner said that the primary power to fill seats in the senate from any state was in the legislature of the state, but in the reading of the constitution it ought to be remembered that this very matter was one of dispute in the constitutional convention. He pointed out that the constitution provided that each state should be the peer of every other state, not in population, not in wealth, nor in area, but in the number of votes in the senate. While the constitution could be amended by the action of two-thirds of the states, it was expressly provided that no state could be deprived of representation in the senate without its consent. It was the purpose, undoubtedly, of the framers of the constitution in placing in the governor the power to make a temporary appointment to safeguard the rights and interests of the state so that every state at all times might have full and complete representation in the senate. An effective point was made by Spooner when he cited the credentials of John Walker, of Virginia, who was appointed to the senate on March 31, 1790, by the governor of Virginia. This case, the first gubernatorial appointment made to the senate under the constitution, Spooner said, was precisely similar to that now under consideration, as Walker's credentials showed that the legislature of Virginia had had opportunity to fill the vacancy then existing, and had failed to do so. The senate accepted Walker's credentials and seated him.

"Can it reasonably be held," exclaimed Spooner, "that the distinguished men then sitting in the senate knew less of constitutional law than we do now?"

Just before the conclusion of Spooner's remarks, Bacon of Georgia inquired whether, under all circumstances in cases of anticipatory vacancy, the senator from Wisconsin (Spooner) held that the governor had a right to make an appointment irrespective of the inaction or inability for any reason of the legislature to elect. Bacon cited the hypothetical case of a legislature being influenced by the corrupt use of money not to elect in order that the governor might make an appointment, and asked Spooner if he would seat the appointee of the governor.

"Certainly," replied Spooner, "unless it could be clearly shown to the senate that the appointee was himself implicated in the conspiracy and in the corrupt use of money."

Hansbrough then endeavored to get before the senate the Alaska homestead and railway right-of-way bill.

Wilson of Washington said vehemently:

"There is no more important bill on the calendar than this. It is of the greatest possible interest and importance to thousands of people in our northwestern states."

The senate was about to proceed with the bill when Rawlins made the point of no quorum. A roll call developed the lack of a quorum, and Rawlins moved to adjourn. A division was demanded and the senate adjourned at 4:35 p. m. by a vote of 17 to 14.

Adjutant General Brick Retires.

WASHINGTON, Feb. 24.—Gen. Samuel Brick, adjutant general of the army, will be retired tomorrow on account of age, and it is altogether probable that his successor will be Col. Henry T. Corbin, who is in direct line of promotion.

LA CHAMPAGNE STILL AT SEA.

No Tidings Received of the Overdue Atlantic Liner.

NEW YORK, Feb. 25.—It is five days since the French liner La Champagne should have steamed into this port, yet no tidings of her have been heard since she left Havre on February 12. She has 479 souls on board, including 48 saloon passengers, 53 in the second cabin, 203 in the steerage, her officers and crew, numbering 175. The agent of the French line cabled to Havre yesterday for a list of the passengers, and this, he says, will be here today. His conjecture is that some mishap has occurred to the ship's machinery and that she may be in tow of some other craft. The North German Lloyd steamer Friedrich der Grosse, from Bremen was sighted south of Fire island at 12:10 this (Friday) morning. She may bring some news of the belated Frenchman.

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See the Standard Designer for March.

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