

# AMERICAN BATTLESHIPS READY

purchase of the ships, for he recognizes that in armorclads the Spanish navy is superior to that of the United States, and the additions made yesterday have increased the superiority to a point which it should be the duty of this Government to overcome.

Secretary Long confirmed to-day the Herald's exclusive announcement regarding the propositions received from foreign shipbuilders for the purchase of men-of-war now nearing completion. The Secretary stated during the morning that he had no information respecting the purchase by Spain of the Amazonas and her sister ship, but at the close of office hours this afternoon I understand he had been officially advised of the sale of these vessels and the information had been placed in the hands of the President. Some chagrin is expressed in administration circles at the failure of this Government to buy the two cruisers which Spain has gobbled up, and administration officials who gave me my information to-day after having heard from the President, told me that the action of the Madrid Government had caused the officials to become convinced that Spain was strengthening herself in anticipation of a conflict with the United States.

The administration officials with whom I talked gave me the particulars of the negotiations which have been carried on by shipbuilders of England with the President and Secretary Long. The matter was first brought to the attention of the Navy Department several months ago by Mr. Thomas F. Lane, agent in the United States of Vickers Sons and Maxim, Limited, of London, England. Mr. Lane at that time offered to this Government for sale two battleships and two armored cruisers. There was then no apparent necessity for augmenting the United States navy and no action was taken upon the proposition. Since the Maine disaster, however, and the subsequent decision of the President to prepare for emergencies, the President and Secretary Long have considered Mr. Lane's proposition, and the builder's agent was at the Navy Department some days ago and went over the plans of the ships with Secretary Long, Captain A. S. Crowninshield, Chief of the Bureau of Navigation; Commander Richardson Clover, Chief of the Office of Naval Intelligence, and other officials of the Navy Department and naval experts. The authorities were particularly pleased with the Amazonas and her sister ship, and it is believed the vessels would have been purchased if the President had made up his mind before Spain finally closed the deal.

Of the vessels which the President is now considering with a view to purchase, two are under construction for the Government of Brazil, one for the Government of Japan, and the torpedo gunboat and the torpedo boat destroyer have probably been built on speculation. These ships have been offered to the United States, not at an emergency price, but at a much cheaper rate than they could have been built in this country. The Brazilian vessels which may be purchased are thus described by Brassey in his Naval Annual for 1897: "The two coast defense ships ordered from the Forges et Chantiers de la Mediterranee have been named Marshal Deodoro and Marshal Floriano. Their construction was suspended for some time owing to the modifications which the Brazilian Government wished to introduce in the design. Length, 267 feet 6 inches; beam, 47 feet 3 inches; maximum draught, 13 feet 2 inches; displacement, 3162 tons. There are two vertical triple expansion engines of 3400 horse-power, to which steam is supplied by eight Lagrange-Aleat boilers. Their speed, with natural draught, 14 knots; with modified force draught, 15 to 15 1/2 knots. Protection is afforded by an armored belt 5 feet 6 inches amidships, the thickness of which varies from 1.34 to 1.4 inch and by a 1.3 inch armor-deck. The total weight of armor of 1053 tons. Armament comprises two 0.4-inch Armstrong guns, four 4.7-inch quick firing guns, two 6-inch howitzers, four 6-pounders, two 1-pounders, and two machine guns, besides two field pieces and two torpedo tubes. The 0.4-inch guns are mounted on turrets protected by 8-inch Harveyized steel. The 4.7-inch guns are in small casemates of 2.9-inch armor. Coal capacity will be 230 tons and complement 200 men."

The cruiser which has been offered to this Government was that probably laid down at Elswick several years ago for the Japanese Government and launched last May. This vessel has a displacement of 4150 tons and a speed of 24 knots. She is 360 feet long, 46 feet 6 inches beam and has a mean draught of 17 feet. Her coal capacity is 1000 tons. Her armament consists of two 8-inch rapid-fire guns, ten 4.7-inch rapid-fire guns, twelve 6-pound rapid-fire guns, six 1.5-pounder rapid-fire guns and five torpedo tubes. She has a protective deck extending over the whole length of the ship 1.75 to 4.5 inches in thickness, and the conning tower is of steel and is 3 inches thick.

The torpedo gunboat is said to be one which has a maximum speed of 33 knots and the torpedo boat destroyer has a speed of 30 knots.

When I saw Mr. Lane, who has been consulting with Secretary Long in regard to the proposition made by the builders, whom he represents, he absolutely declined to discuss in any way the negotiations which have been in progress or even to admit that he had submitted any proposition to Secretary Long. There are no agents of the Thornycrofts in Washington, so far as I have been able to learn, and it is understood the proposition made by that firm came by letter.

It was officially admitted at the Navy Department to-day that it had been determined to augment the Asiatic squadron by the cruiser Baltimore, which is the flagship of the Pacific squadron. The cruiser Mohican will take on board a supply of thirty-five tons of ammunition which are at Mare Island and will start at once for Honolulu, where she will transfer her cargo to the Baltimore. The vessel will go at once to Hongkong and report to Commodore Dewey for duty.

## FIRMNESS IS COMMANDED

### English Papers Approve the Course of the President.

### Believe That McKinley and Cabinet Are Preparing for the Worst.

### Indications That Both the United States and Spain Confidently Expect a Conflict.

Special Dispatch to The Call.

LONDON, March 5.—Now that time and opportunity for reflection have been allowed by a temporary cessation of the patriotic and bellicose statements which, since the wreck of the Maine, have been the chief feature of the special cable dispatches from the United States, Englishmen are beginning to realize the depth of the pro-Cuban feeling in the United States, with which the thoughtful element here cordially sympathize, although they still believe the Maine inquiry will absolve Spain from complicity in the disaster.

An impression, almost amounting to conviction, prevails in the public opinion which caused the Government of the United States to acknowledge the Cubans as belligerents and to intervene between Spain and Cuba. The very calmness and patience of the people of the United States tends to confirm the conviction here that Americans have become aware that their Government is preparing to satisfy the country's aspirations when the auspicious moment arrives. Every one in this country looks upon the public opinion as being in possession with which the Cabinet of President McKinley has been handling this most difficult affair, and this attitude of the United States Government has evinced towards the United States Spanish agents, and in influencing opinion on this side of the Atlantic.

Americans express themselves as being much gratified at the friendly attitude which the British Government has evinced towards the United States. It is believed that the British Government has been particularly pleased with the Amazonas and her sister ship, and it is believed the vessels would have been purchased if the President had made up his mind before Spain finally closed the deal.

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## SECURITIES BEARS CAUSE A DROP IN PRICES OF STOCKS AT NEW YORK.

### Bears Cause a Drop in Prices of Stocks at New York.

### Rumors of War Preparations Cause Much Weakness in the Market.

### Conditions That Prevent the Speculators From Spurling as Usual.

Special Dispatch to The Call.

NEW YORK, March 5.—From no apparent cause, so far as actual developments were concerned, there was a sharp break in the prices of stocks today, and during two hours of business there was very active trading, the total sales being about 27,000 shares. Most of the leading stocks declined from 1 to 2 points, and in some of the specialties there were losses of three points.

Manhattan and Union Pacific preferred, were features and were special objects of bear attacks. Reports that Spain had borrowed a large amount of money and had actually secured two warships as well as the knowledge that the United States had been offered eight men-of-war, seemed to have impressed the average trader with the possibility of early hostilities. Rumors about Spain's financial operations, however, were taken with a great deal of allowance among the bankers, some of them expressing the opinion that there was probably no foundation for the story except that the country was looking around for available vessels. Leading bears embraced the opportunity to "hammer" prices, and when the weekly statement of the New York associated banks came out the report professional operators pointed to the great falling off in deposits and in loans as evidence of uneasiness of many investors, and small financial institutions scattered throughout the country which have credit balances in New York banks. When this statement came out, however, there was a partial recovery in prices. According to the bank statement the deposits were \$22,256,400, a decrease of \$13,222,000, compared with the condition of a week ago; specie holdings were \$120,125,900, an increase of \$38,400; legal tenders, \$77,202,700, a decrease of \$23,183,900; currency, \$73,774,900, an increase of \$47,200.

By the ordinary way of reckoning the decrease in deposits would average nearly \$4,000,000 a day, but considerable of this withdrawal occurred during the latter part of the previous week and did not show in the report for last week. The heavy withdrawals were incident to the anxiety that prevailed immediately after the Maine disaster. These withdrawals were made largely by country banks, and the fact that a good idea to have their money within easy reach in case of complications with another country. Many individual depositors took their currency from smaller banks and put it in the hands of the New York banks, and thought it was wise to get out of stocks for the time being. In the opinion of brokers, however, traders rarely become uneasy enough to withdraw their accounts, and they wait until the situation becomes calmer.

That the so-called commission business in stocks has shrunk since the first scare caused many of them to leave their holdings, and the decrease in loans, for a very large part of the dealing in stocks and bonds is conducted on margins, necessitating the negotiation of large loans.

## BIG RUSH CONTRACT MADE FOR COAL

### Four Hundred Thousand Tons to Be Shipped to Key West Within Forty Days.

PITTSBURG, March 5.—The Post tomorrow will say: The United States Government, by Secretary John D. Long of the Navy Department, has just closed a contract with Peale, Peacock & Kerr, coal operators in the New Pittsburgh district, for the delivery at Key West within forty days of 400,000 tons of steam coal. This contract is unauthorized by Congress, but is made under the emergency clause, which permits the heads of national departments to make large expenditures on the part of the Government without specific authority when the occasion arises therefor. The contract calls for the delivery of 10,000 tons of coal per day at Key West for forty days, shipments to commence on or before April 1.

The contract given the firm of Peale, Peacock & Kerr is of the rush kind, and is similar to the contract closed with the Peabody company, and the firm of Rhodes & Beadle.

## WORK ON MONITORS AT LEAGUE ISLAND.

### Eight Old Fighters That Will Be Made Ready for Active Service in Case of War.

PHILADELPHIA, March 5.—Work was begun to-day on the old monitors which for years have been lying at the League Island Navy Yard. There are eight of these old fighters—the Nahant, Lehigh, Jason, Montauk and Catskill, each of 875 tons displacement, and the Canopus, Mahopac and Manhattan of 2100 tons displacement. Men were placed at work in the interior of the monitors. The machinery of the vessels will need but little attention. It is said that the monitors will be hauled out into the main channel, so that it can be ascertained just how they will respond to the working of their machinery. While this test is being made the turrets will be turned and the guns put in operation. In the turret of each monitor are two 15-inch smooth-bore guns, capable of throwing a 500-pound projectile.

## Cruiser Columbia Ordered South.

PHILADELPHIA, March 5.—It was reported at the League Island Navy Yard this evening that Commandant Casey had received orders from the Navy Department to-day to send the cruiser Columbia south as soon as possible. The Columbia will be ready to leave the yard by the 15th inst.

## POWELSON IS RE-EXAMINED

### Important Testimony Is Given by the Ensign at Havana.

### Naval Court of Inquiry to Lose No Time in Concluding Its Labors.

### Spanish and American Divers Continue to Work Harmoniously on the Maine.

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HAVANA, March 5.—The naval court of inquiry reached Havana at 10 o'clock this morning on the lighthouse tender Mangrove, after a comfortable run from Key West, and went to work so promptly as to give the best possible evidence that its purpose, whatever it may have been hitherto, now is to dispatch what business remains to be done in Havana at the earliest possible date.

Only one witness was summoned to-day. That witness was Ensign Powelson. The Mangrove barely tied up at her moorings when Powelson was rowed over from the Fern, and going aboard was ushered to the cabin below immediately. Ensign Powelson brought with him new drawings, on which he had been at work during the week spent in Key West. The entire morning session from 10 until half-past 12 o'clock was devoted to the witness and to his narrative of the work accomplished by divers since the court left here. During that period the American divers, by direction of Lieutenant Commander (Wainwright) have been working in close touch with Mr. Powelson.

After the noon recess, lasting from half-past 12 to 2 o'clock, Powelson's examination was resumed. It was continued until 4 o'clock, when the court adjourned until Monday morning.

Two Spanish divers, who have been doing efficient work in behalf of their own Government, and with whom the American divers are acting harmoniously, though independently, distinguished themselves to-day by bringing to the surface two unexploded 6-inch powder cylinders, similar to some of those which were exploded in the wreck. One of them was a hexagonal powder container in one of them was practically intact.

A rising incident occurred this afternoon when five American and two Spanish divers were all under water together. One of them inadvertently sprung the trap which acts on the life buoy, which hitherto has remained unnoticed in the wreckage. The life buoy is one of those which contain phosphoric contrivances which, when thrown into the water, by means of chemical reaction caused by immersion instantly bursts into bright flame, which illuminates the surrounding waters. It is used for life-saving purposes at night. The instant the buoy was released to-day the proper chemical reaction promptly took place. There was a spluttering flame and curling smoke poured from the wreck, accompanied by a sudden calcium light effect that was decidedly startling to the divers at work under the water. Seven life lines were pulled vigorously and the divers, who had been scared men were hauled to the surface so speedily as to take their breath. Captain Sharp of the wrecking tug Merritt promptly ran out his fire hose and directed a stream of water on the wreckage. One of the cooler men, who instantly surmised the cause of the phenomenon, soon allayed the excitement. Then all had a hearty laugh over their momentary scare.

## NO GREAT HURRY WITH ITS WORK AT MARE ISLAND

### Continued from First Page.

be placed in the same condition she was in when she came up from Honolulu last November at short notice. That is, her hull has been cleaned and she could be sent to sea if it were absolutely necessary as soon as her guns and stores could be placed on board. But even this would take some time, for her main battery of six and eight inch guns has been sent to the Washington navy yard to be converted into rapid-fire guns, and it would require several weeks to bring them back, and even then the vessel would be very nearly as effective as she would be were she properly repaired.

## MAINE WRECKED AS THE RESULT OF A CONSPIRACY

### Continued from First Page.

advanced the theory that Alphonso XIII had anything to do directly with the explosion, and this charge puts the case in an entirely new light. It will be recalled that the Spanish ship was said to have shifted her position before the explosion. This covers a most significant detail in the light of to-day's revelations.

The writer does not state by what method he traced the passage of the torpedo through the water and the direction from which it came, but his friends here say he certainly would not have written them in this circumstantial manner unless he had confidence in his evidence.

## BATTLESHIPS ARE NEEDED

### "Bulldogs" to Guard the Ports Better Than Cruisers.

### At Least That Is the Candid Opinion of Representative Hilborn.

### Scarcity of Powder Will Be Remedied by the Construction of Government Works.

Special Dispatch to The Call.

Washington, March 5.—Congressman Hilborn was interviewed to-night about the probable action of Congress in providing more battleships and ammunition for the navy. As a member of the Naval Affairs Committee who has been in close touch with the administration his opinion is valuable. He said:

"My own belief is that what we most need is more battleships, instead of cruisers, for it is obvious that in case of war with Spain our operations would be defensive, for the most part, instead of offensive. Instead of naval greahounds we need more 'bulldogs,' or, I might say, naval watch dogs to guard our great harbors. The modern big guns on a man-of-war can stand thirteen miles out at sea and bombard our great cities. The 13-inch gun, with which modern war vessels are equipped, can fire a 1,300-pound shell, or one mile for every 100 feet of caliber. To express my meaning in plain words, it is much easier for a hostile warship to fire a shot into New York or San Francisco than for a coast defense gun to strike a hostile warship thirteen miles at sea. I have reason to believe that the Secretary of the Navy is of the opinion, too, and that if any negotiations are made for the purchase of war vessels they will be of the 'bulldog' or 'battleship' class. Instead of 'greyhounds' or 'cruisers.'"

Congressman Hilborn was asked, whether, in his opinion, the purchase of two battleships (already constructed, or to be constructed) would obviate the necessity of Congress making an appropriation for the construction of one or more vessels in this country. He replied: "No; if battleships are purchased by the Government, they will be for emergency, and in this emergency will necessitate the building of other vessels. These could not be constructed within a year, and I believe it would take considerably longer than that to complete the construction of a new long war with Spain would continue. I am sure that Congress will provide for at least one more warship to replace the Maine, whether or not any vessels are purchased by the Secretary of the Navy, and I believe that the vessel will, very appropriately, be called the Maine."

Hilborn was asked whether, in his opinion, the Secretary of the Navy would feel justified in purchasing vessels without the direct authorization of Congress, and in the absence of an appropriation of money to pay for them. He replied: "I believe that the President and his Cabinet have faith enough in members of Congress to act patriotically in time of peril, regardless of party affiliation or political considerations, and that whatever action the Secretary of the Navy may take will be sanctioned and supported by Congress and by the people."

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## WILL COME HERE

### Will Leave the Northern Anchorage in Excellent Condition for Cruise or Scrimmage.

SEATTLE, March 5.—The battleship Oregon will proceed at once to San Francisco, in accordance with orders received. Early to-morrow morning she will leave her anchorage in the stream at the Puget Sound naval station and steam away.

## ADVERTISEMENTS.

Was subject to sick headache and dyspepsia, had no appetite, severe pains in her head, and her stomach so weak she could not retain what food she dared eat. So many remedies failed, she lost faith in medicines. But one day I read of a cure of a similar case by Hood's Sarsaparilla, and persuaded mother to try this medicine. We were greatly gratified to notice improvement before she had finished the first bottle. She was able to retain food, and her headaches were less. She took in all four bottles of Hood's Sarsaparilla, with Hood's Pills occasionally, and is now in the best of health. Her digestion is good; she can eat almost anything, and says she feels as well as when she was 15.

## HOOD'S SARSAPARILLA

Is America's Greatest Medicine. \$1; six for \$5. HOOD'S PILLS cure all Liver Ills. 25 cents.

## TO EXHAUST DIPLOMACY

### But the President Also Proposes to Meet Emergencies.

### And Congress Will Be Found Ready to Back Up the Administration.

### It Is Feared That Publicity in Connection With the Purchase of Ships May Hasten Hostilities.

Special Dispatch to The Call.

NEW YORK, March 5.—The Herald's Washington correspondent telegraphs: President McKinley, I understand, very much regrets some recent publications to the effect that the administration has definitely decided upon a forcible intervention policy for the purpose of ending the war in Cuba. As has heretofore been stated in the Herald repeatedly, no definite programme of action in this direction has been decided upon and none will be decided upon until after the report of the court of inquiry has been received. The President will be prepared to meet any emergency that may grow out of the demand which may be made for reparation. It is also his purpose to make some further representations to Spain in regard to the general Cuban question at an early date if there is not speedy improvement in existing conditions on the island. Nothing he has in mind at the present time, however, contemplates forcible intervention unless affairs on the island and the attitude of Spain should force that course upon him. It is still the policy of the President to exhaust all resources of diplomacy to avoid hostilities with Spain, but at the same time he is wisely preparing to meet any emergency that may be thrust upon him as a result of either the Maine disaster or future representations which he will make for terminating the war.

Congress is silently, but none the less effectively, standing by the administration in all preparation for possible hostilities with Spain which are being made. Members of the Military and Naval Committees and Appropriation Committees of both houses of Congress are frequent callers at the White House and at the War and Navy Departments, and the situation has been discussed in all its details, and the needs of military and naval services have been explained. As a result of these conferences the administration is proceeding with entire confidence that whatever may be done in emergency preparation law will be ratified by Congress. There is certainly no danger of any emergency legislation, like provision for naval emergency bill which was sent to Chairman Boutelle, which the administration would like to have put through. The President and his advisers are doing what they believe to be their duty in the present emergency, and are making every preparation that is possible without further legislation from Congress. There is no desire upon the part of the administration and of leaders in Congress to avoid as far as possible anything that would serve to increase the irritation already existing, both in this country and in Spain. Debates on the emergency bills in Congress might tend to inflame the situation and make a diplomatic settlement of the Maine affair and the general Cuban situation more difficult. It is believed that discussion and Congressional action on some matters might even defeat the plans of the administration. Especially is this true of any proposed purchase of ships abroad. Should ships now in foreign ports be bought it would be desirable to get them into the high seas before the actual commencement of war, and it is regarded as possible that the outbreak of hostilities might be brought on sooner in order to prevent this.

Editor Dungan Exonerated. WOODLAND, March 5.—Judge Hart to-day exonerated Editor Dungan and dismissed the contempt case against him.

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## \$100 TO ANY MAN

WILL PAY \$100 FOR ANY CASE Of Weakness in Men They Treat and Fail to Cure.

## SPECIAL.

On account of our buyer and manager, Mr. Rossi, approaching departure for Europe, we offer at special prices the most artistic Hand-carved Furniture, made in solid walnut or oak, wood well seasoned, and which, we guarantee, stands any climate. Also a fine assortment of French Tapestry, Wrought Iron and Antique Brass Lamps, French Cabinets, Desks, Tables, Chairs and Genuine Carrara Marble Statuary.

## THE P. ROSSI CO.,

117 SUTTER STREET, Bet. Kearny and Montgomery Sts.—South side. Factories in VENICE AND PARIS.

## SEVEN NORTH

### Five Men of the Maine Sail on the Tampa for New York.

### Liberality of the Seamen of the Fleet in Aiding Families of Victims.

### All of the Enlisted Men of the Lost Ship Will Probably Be Given Leave of Absence.

Special Dispatch to The Call.

KEY WEST, March 5.—The Mallory steamer Tampa, which sailed for New York to-day, has on board five survivors of the Maine. They are Master of Arms Load, Cook Schwartz and Toplia Russida and two stewards. They will be taken to the receiving-ship Vermont, and from there will be transferred to other ships. All the marines and other sailors of the Maine now here and fit for duty were to-day distributed among the vessels of the fleet. The commissioned and warrant officers of the Maine have not yet received orders, but it is said that the orders are here and as soon as the Naval Court of Inquiry definitely announces that it will not recall the officers they will be ordered to their homes on leave of absence.

A subscription has been raised throughout the fleet for the relief of the families of the victims of the Maine disaster. Every enlisted man on board the cruiser New York has given \$5 out of his month's pay in spite of the endeavors to limit the subscription to \$2. The men say they fear the Congressional appropriation will be some time in reaching the families of the dead of the Maine. The Marblehead, Montgomery, New York, Detroit and Nashville, in the harbor, have each received a contingent of the Maine's survivors, while the Texas and the Indiana, at Tortugas, have also added a few survivors of the disaster to their muster roll. Forty men in all were distributed among the fleet. The Maine's officers and men hoped that they would be assigned to one ship. The new kits for the survivors were provided for them at the naval station.

There are fifteen of the Maine's enlisted men still here, and it is said all of them will be able to report for duty within two weeks. It was learned later to-day that orders for a month's leave of absence for all the Maine's officers, excepting Lieutenant Holman and Lieutenant Caldwell, have reached Admiral Sigsbee, but they are held pending the pleasure of the Naval Court of Inquiry. Lieutenant Holman, the senior officer, will stay here, it is said, until all of the Maine's enlisted men have been distributed.

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