

LA GASCOGNE IN PORT.

Every Passenger in the Best of Health.

BROKE ONE OF HER PISTONS

Cause of the Long Delay to the French Liner.

TOSSED ABOUT BY TERRIFIC GALES.

She Weathered Them Nobly and Came Safely at Last to Her Harbor of Destination.

QUARANTINE, Feb. 11.—When the Associated Press dispatch at 3:35 p. m. first announced that La Gasgogne was sighted off Fire Island, flags previously agreed upon as signals were hoisted on the office of the French line, upon the World building and over the offices of all the Associated Press newspapers, joyfully announcing to New York and through the wires to the United States and Canada that the long overdue steamer was safe.

Then followed a mad rush for Bowling Green, and by 9:30 o'clock the offices of the French line were packed with excited people having relatives or friends aboard the disabled steamer, so anxiously expected for eight days past and almost given up for lost.

But the stern-faced, black-bearded agent had not a moment to lose. Two tugs chartered beforehand were promptly ordered to get ready to force their way through the ice and down the bay. The first tug, the Louis Paulver, carried Mr. Forget and three influential members of the French colony down to Sandy Hook.

The second boat, the Edwin M. Millard, which left New York at 8 p. m., was placed at the disposal of the press by the French line and carried down to Quarantine about fifty newspaper men to add to the fifty already there, backing up fifty others who were on board tugs cruising about among the icebergs of the lower bay.

The trip down to Quarantine in the moonlight, crashing through the ice, buffeting into the Arctic wind blowing, was a delightfully bracing experience in spite of the cold. One and all seemed to feel the excitement of the moment, the joy felt on the receipt of the news telling of the rescue, apparently from a terrible calamity, of about 450 souls and a splendid ocean steamship valued at about \$1,000,000, and having on board a cargo valued at about \$500,000.

Therefore what mattered it if the interior of the little tug's pilot-house was like an icechamber, and that one's breath froze all over one's face.

At the ice-bound quarantine that part of Staten Island was hemmed by an apparently impenetrable ice field, but all was light and jollity.

The new and handsome buildings devoted to the use of the office of the Health Officer of the port of New York was blazing with electric lights and alive with newspaper men, who carried their enthusiasm to the extent of gathering on the pierhead to the number of, say 100, and singing more or less melodiously, "Nearer, My God, to Thee."

It was quite touching, so much so that two heavy-weight boat captains and four deckhands were converted on the spot and joined in the singing with fervor. Pickets were posted on every hill and a close watch was kept on the telegraph office and telephone-room, for with all the enthusiasm of the gentlemen of the press were on the watch for the slightest crumb of news.

One light down the bay was watched with anxious interest. Every rumor was carefully sifted and chronicled; every echo of a report was investigated, and little more could be gathered than the dull fact that away off Fire Island a steamer, apparently disabled, was slowly, painfully, threading her way to port, and under her own steam at that.

That was the milk in the cocoanut. But one rumor had it that she was being towed in by two ocean steamers; another had her in tow of one steamer only; and a third would insist that it was not certainly La Gasgogne.

Little by little the good news beamed out brightly from the mists of the uncertainty and nearer and nearer came the gallant steamship with its happy human freight.

The first and only break in the monotony of the night's cold watch on the snowclad shores of Staten Island, that ice-covered pier by those ice-laden waters, was the sighting, coming round Fort Wadsworth of the Bolivia, Captain Baxter, from Mediterranean ports.

It was believed she had passed near La Gasgogne, in fact some of the rumor-mongers had it that she had been towing the disabled French steamer, hence there was a wild desire upon the part of everybody to board her and get the latest news.

It was not an easy job. The ice off shore was almost solid, but a tug crushed its way slowly alongside the steamer and Captain Baxter was interviewed as he was preparing to let go his anchor.

Captain Baxter and his chief officer took turns at watching La Gasgogne closely through a powerful marine glass and they came to the conclusion that her machinery was disabled.

Pilot Nicholas Reiche also took a squirt at the slowly moving craft, and the opinion was expressed that she would not be towed, and it was judged that either propeller shaft or rudder, or both, were disabled.

DISABLED OUT AT SEA.  
Still the Passengers Did Not Lose Faith in the Ship.

QUARANTINE, Feb. 11.—La Gasgogne, the long overdue French steamship, limped into port last night with three red lights hanging from her mainmast as a signal that she was disabled. Her passengers were all on deck, some of them singing and most of them cheering, as persons are wont to do when their minds are suddenly relieved of a heavy strain. For thirteen days of a voyage lasting sixteen days the ship had been disabled. It was comparatively good weather when the break

occurred, but the steamer was doomed to run into some of the nastiest of her voyages.

When the break had been repaired the steamer proceeded on her way, but under greatly reduced speed. When near the banks of Newfoundland La Gasgogne ran into a gale, that increased to hurricane force. While off Sable Island on February 5 the machinery broke down again and the steamer was again hove-to, this time for forty-one hours. During all this period the engine did not make a single revolution. When the second repairs had been made the steamer started forward once more under still further reduced power and headed toward the Long Island coast.

It is a remarkable fact that during the entire voyage across the Atlantic La Gasgogne did not sight a steamer until she passed one bound for Philadelphia late on Sunday.

Late yesterday the French steamer signaled Sandy Hook lightship. While the passengers were considerably worried on account of delay, there was never a panic among them. They knew their ship was a staunch one and they had confidence in their captain, and besides, they knew that the ship was not totally disabled. But they were nervous and apprehensive at times and they hailed the conclusion of their voyage with joy. They cheered the captain and they cheered the crew and they cheered the World tug.

Following is a copy of the log of La Gasgogne copied by one of the passengers and thrown overboard to the World tug in a day to day and the number of miles reeled off every twenty-four hours:

Table with columns: Date, Longitude, Latitude, Miles. Rows include dates from January 27 to February 11.

At the request of a World reporter Mr. Mix, a representative of the Thompson-Hiscock Electrical Company, one of the cabin passengers, hastily wrote out the following statement, which he threw aboard the World tug:

All went well until January 29, three days after sailing from Havre, when the ship was stopped, and the passengers on inquiry as to the cause were informed that a part of the machinery had broken down. The information was a surprise to the passengers, who were unaware at the time that an accident had occurred.

There had been no shock sufficient to cause alarm. The passengers had noticed a commotion among the crew and officers consequent upon the breakdown, and when inquiries were made by the passengers the officers made an attempt to conceal the true facts. We learned that the piston of one of the intermediate cylinders had broken, thus incapacitating the machinery.

The engine had been stopped as soon as possible and the steamers for the tug approached the sea, which was not heavy at the time. The passengers were quite cool and had no apprehension of danger. In fact we were not at first distressed by the knowledge of the accident.

We lay to for sixteen hours while the full corps of engineers were working on the fractured cylinders. After the second breakdown all would have gone well but for a terrible storm which beset the disabled vessel on the 4th of this month. It struck us while we were lying to, making repairs.

The vessel pitched and tossed frightfully in the gale, and for the first time since the breakdown the passengers began to feel uneasy. The engineers were unable to work because of the violent tossing of the ship. It was impossible to handle the heavy pieces of machinery.

A gale, laden with sleet and snow, came on board of the west with terrific force and the vessel pitched and tossed in the ferment. But for the storm the passengers would not have expressed any anxiety. We were frequently beset by gales, which at times threatened to founder the vessel.

We cannot say too much in praise of the captain and officers, who behaved manfully, and did all in their power to make our lot as comfortable as possible.

It was after midnight when La Gasgogne reached the bar, where she anchored for the night. She was met there by the tug Hustler and will lay there all night and bring the vessel up to her dock this morning at 9 o'clock.

GREAT JOY AT HER ARRIVAL.

The People of New York Rejoiced to Know the Ship Was Safe.

New York, Feb. 11.—Not since the Umbria was reported two years ago after a perilous voyage across the Atlantic with a broken shaft has there been such excitement in this city as this evening. When the news was flashed across the wires that a steamer resembling the long-missing La Gasgogne had been sighted off Fire Island, the inference that the French line steamer was safe did not for some time reassure the generally incredulous public. It was too good to be true, and it was only when the bulletin was announced that La Gasgogne was slowly making her way to her port of destination that the long pent-up feeling of those who had anxiously waited day by day for the tidings of the missing craft broke out.

In every hotel, in every club, in almost every home in the city, the sole topic of conversation was the arrival of the ship, the hope of whose rescue from the storms which have caused such terrible disasters in the maritime world had almost deserted the hearts of the most sanguine.

In the offices of the French line the scene when the telegram was received announced the safety of the big liner was striking one. The news spread quickly through the city. Hundreds of persons besieged the pier of the company as though they expected La Gasgogne would in an hour or two be moored at her dock. This crowd was re-enforced every moment. Friends of French passengers made query after query of Mr. West, the superintendent of the line. The only information vouchsafed by him was that the ship was safe. They shook hands with each other and laughed and wept with joy. Over a thousand people decided on staying on the dock until La Gasgogne arrived, and it was only when a conspicuous announcement was posted on the outside of the company's pier that she would not leave quarantine till to-morrow morning that anxious watchers went slowly to their homes.

Mr. Forget, the agent of the line, was hugged, punched and slapped—yes, and actually kissed—by those whose joyful feelings overcame them. One man, Mr. Riche, broke down completely and sobbed as if his heart would break. Mr. Riche has three daughters on board La Gasgogne, two of them of very tender years. He lost a dearly beloved child only a month ago.

Many others held handkerchiefs to their eyes.

The rejoicing was naturally greatest in the French quarter. The heroism of the captain of La Gasgogne was lauded, the sufferings of her passengers, the probabilities of numerous accidents were all enumerated over and over again, but the one great feeling was one of joy at what was considered by all as nothing less than a miracle. At the Hotel Martin, the well-known French resort, the guests in the dining-room and the corridors spoke of nothing else. Some of La Gasgogne's passengers were known to many of them. Two of them, M. Raviere and M. Ribon, were guests of the hotel two years ago, and are well remembered by its frequenters.

The unvarying statement from the lips of all was: "We knew La Gasgogne would arrive safely; we never gave up hope." The officers of the steamer La Gasgogne are: Baudelon, commander; Blanguie, second captain; Gontier, first officer; Pitou, second officer; Landegren, third officer; Martin, chief engineer; Le Bars, second engineer; Gouverne, third engineer; Hamman, fourth engineer; Kaphet, purser; Darandea, assistant purser; Gervais, doctor.

La Gasgogne is a two-masted steel screw steamer, built in 1886 at Laznye, France, by Forges & Chantiers. She registers 4331 tons net and 7290 tons gross. Her dimensions are 480 feet length, 52 3/8 beam and 24 1/2 depth of hold. She was last surveyed in New York in February, 1894.

SHE IS AN UNLUCKY SHIP.

Three Times Before La Gasgogne Has Furnished Newspaper Stories.

New York, Feb. 11.—Three times previously La Gasgogne figured in newspaper articles on account of exciting circumstances. On Sunday morning, May 26, 1890, while bound for Havre, with 444 souls aboard, she was proceeding at reduced speed because of a fog which had for three days prevented any reckoning, when right in front of the steamer and within a stone's throw of her prow was a small black rock, the polished surface of which was but a few feet above the sea. La Gasgogne did not escape the almost hidden foe without injury.

Her port side scraped the rock and a rent was made below the water line, through which the sea poured in. The hole was not large, and the ship, after a few hours' delay for repairs, was able to proceed slowly to Havre.

On October 28, 1891, she came into New York harbor salt-encrusted to the top of her funnels. She had been in the teeth of a hurricane for four days.

On May 4, 1893, La Gasgogne grounded on a shoal below the southwest spit, but got off without assistance after six hours' labor.

La Gasgogne left Havre on the morning of January 26. There were thirty passengers in the first cabin, fourteen in the second and 118 in the steerage. The fastest time made by a French liner to New York is 6 days 14 hours and 26 minutes, and that was by La Touraine.

Not until Wednesday, however, was any newsiness exhibited by Agent Forget. The rates of insurance went up by jumps. The French officials were besieged by friends and relatives of passengers. It was the same disappointment day after day, no news, until it was suddenly flashed over the wires from Fire Island this afternoon.

Never were the French restaurants and cafes so joyous as they were to-night. They bubbled with champagne and enthusiasm. But the intense feeling of relief and joy at the arrival of La Gasgogne was not confined to the French quarter by any means.

At the big hotels throughout the city and about the streets traveling men generally acted as though a great load had been lifted from their minds.

HOPES OF THE DEMOCRATS.

Believe They Will Get Support for a Currency Bill.

If Tom Reed Assists Them He Will Do It Entirely on His Own Responsibility.

WASHINGTON, Feb. 11.—The House Committee on Ways and Means held another conference over the President's bond message to-day, and again adjourned without reaching any conclusion, but with a brighter prospect for agreement ahead of it. To-morrow Secretary Carlisle will appear, it is expected, with the contract for the sale of the forthcoming bond issue to settle a question which arose to-day. Democratic members of the committee prophesy that the Republicans will unite with them upon a plan. This belief is based upon no definite statement from the opposition, but on the general demeanor of the Republicans and the sight of Reed in conference with Cockeran for an hour. The Republican contingent took small part in the proceedings, and individually the members are diplomatic in speaking of their intentions. If Reed has arrived at any understanding with the administration, as was freely rumored, he has done it, his colleagues of the time to-day was consumed in a discussion of a plan offered by Mr. Cockeran to meet the present emergency and possible exigencies of the future, which would confer large discretionary power upon the executive branch of the Government.

Secretary Carlisle has informed the New York syndicate with which the bonds were contracted for that the interest on bonds, given in payment, would not be charged after the deposit of the gold, and in consequence a large amount of gold was to-day delivered at the assay office. The superintendent of the assay office has been instructed to receive the gold by weight and to pay in certificates of deposit, which will be received for the bonds when they are ready for delivery. None of the gold will be counted, but it will be weighed in as bullion.

ANXIOUS ABOUT A STEAMER.

New York, Feb. 11.—Considerable anxiety is felt in this city and Jacksonville, Fla., for the safety of the steamer City of St. Augustine. Since she sailed from Jacksonville on January 30, no word has been received about her. She should make the voyage in from four to five days, and is now consequently about seven days overdue. Her crew numbers fourteen men.

GUATEMALA'S FAVOR

Mexico Has Made One Little Concession.

TROOPS HURRIED FORWARD.

Talking of Peace While Preparing for War.

HARDLY TO BE CAUGHT NAPPING.

Yet Diaz Will Have a Hard Fight Against a Confederation of Central American States.

GUATEMALA, Feb. 11.—The news from the City of Mexico that that country is willing to submit the question of amount of indemnity to either a mixed committee or arbitration is considered an important concession in favor of Guatemala.

CITY OF MEXICO, Feb. 11.—The State of Oaxaca, over which Guatemala and Mexico are wrangling, has suddenly become the stamping ground of contending factions. The sappers of the Guatemalan army have arrived and have struck camp near the inner line of the Guatemalan frontier.

Toward Tehuantepec stretches a military road that leads from the city of Oaxaca, the capital of the State by the same name. Over this road is moving the Mexican frontier army, and steps are being taken to defend the stand taken by Diaz regarding the disputed territory.

The reason for the differences between the two Southern republics is outlined in an explanation made by the Diaz Cabinet to the diplomats of foreign countries. In the southeast corner of the State of Chiapas, and lying near the Rio Salinas, is a small district called Soconusco.

The place is principally inhabited by log-cutters and lumbermen who are employed by the merchants of the capital city of Mexico. The Guatemalans have also for years been taking up land in Soconusco until they have gradually outnumbered the Mexican population.

It was in the early part of 1882 that Mexico called a conference of Guatemalan and Mexican officials and ceded the departments of Ocos and Acajutla to Guatemala. Mexico demanded that her sister State pay several millions of dollars as an indemnity for property destroyed.

The Guatemalan Government took the matter under consideration and delayed it as much as possible. Finally Mexico could stand the snub no longer and demanded satisfaction. For this reason war is talked of.

Guatemala knows that she has no right to the territory, but still she refuses to release her grip upon it. She is practically bankrupt, and is in no position to engage in war, but with the customary arrogance that has always marked her career she is going blindly forward to her fate.

Mexico is too well equipped to be caught napping by her neighbor. While the Guatemalan troops near the frontier and at the capital city of Guatemala, only number about 5000 men all told, Mexico has 15,000 regular troops within a few miles of the border ready to move at a moment's notice.

In addition to this army the States of Oaxaca and Chiapas could raise 20,000 men in a very short time. Mexico's Indian allies, regular army and national guards would almost number the male population of Guatemala, and could flood the country of the enemy with armed men.

There is truth in the story of the alliance of the four principal Central American republics, and this, it is expected, will make Mexico's fight a hard one. Already troops from Salvador and Honduras have been sent into Guatemala to report to Barrios, and some of these have been sent to the frontier, although neither of the republics mentioned will admit this.

Active preparations are being made at Vera Cruz for the transporting of troops across the harbor has been chosen as one of the supply stations for Mexico, and is assuming a very warlike appearance.

FIVE FIREMEN HURT.

It Is Thought That Three of Them Cannot Recover.

KANSAS CITY, Mo., Feb. 11.—Five firemen were seriously, three of them perhaps fatally, injured in a fire which raged in the west bottoms this afternoon. They are: Fred Ricketts, member of a hook and ladder company, internally injured by being struck by a revolving crank; James Hauen and Sam Cox were precipitated fifty feet by falling floors; F. K. Gaffney, who had his arm broken; Con O'Hearne, frozen almost stiff. Hauen, Cox and O'Hearne are in a serious condition to-night and the chances are against their recovery.

The fire started in the building occupied by the Creamery Supply Company. Their stock was entirely consumed and the building, owned by George P. Messervy of Boston, valued at about \$15,000, was gutted. Reeves & Co., manufacturers of straw packing, the Campbell Paint Company and two or three other firms in adjoining buildings had their stock slightly damaged by water. The fire started at 1 o'clock and for a time threatened to wipe out the entire block, being beyond control for four hours. The total loss aggregates \$100,000; insurance, one-half.

SAVED FROM THE ELBE.

Miss Boecker Will Have an Audience With Queen Victoria.

LONDON, Feb. 11.—Messrs. Keller, Wally & Co., agents for the North German Lloyd Steamship Company, state that the body landed at Harwich yesterday is unquestionably that of Herman Gehrets, the doctor of the Elbe.

Miss Annie Boecker, the only woman on the Elbe who was saved, to-day received a command from the Queen to visit her at Osborne House, the royal residence on the Isle of Wight. The royal yacht has been placed at her disposal for the purpose of the visit. Empress Frederick of Germany the Queen's eldest daughter, is visiting her

mother at Osborne House, and Miss Boecker will be given an audience by both the Queen and Empress Frederick.

FOUR FISHERMEN MISSING.

Communication Has at Last Been Restored With Swinburne Island.

New York, Feb. 11.—After having been suspended for several days by reason of the storm and ice, communication with Swinburne Island was resumed to-day. Nothing has been seen or heard of on the island of the four fishermen belonging to the schooner Emma, which drifted ashore in the ice on the west bank on the night of February 7. The remaining members of the schooner's crew, after a terrible experience, managed to reach the lighthouse-keeper's dwelling at Fort Tompkins in an exhausted condition.

HALIFAX, Nova Scotia, Feb. 11.—A dispatch from Liverpool, Nova Scotia, this afternoon says a whole fleet of American fishing schooners are at that port more or less damaged.

The American schooner Mattie is ashore, and is likely to prove a total loss at Arichal.

THEY WANT A DAY.

Geary and Caminetti at Work for the Nicaragua Canal.

WASHINGTON, Feb. 11.—Representatives Geary and Caminetti were industriously at work on the floor of the House to-day circulating a petition among members, requesting the Committee on Rules to set a day for the consideration of the Nicaragua canal bill. Geary says they found more opposition than they expected, but secured 100 signatures of Democrats to their petition. It would seem that this number might be sufficient, together with the entire Republican side, but Speaker Crisp is very reluctant to grant a day for the bill. Geary and Caminetti will continue their canvass to-morrow in the hope of getting such a large number of Democratic signatures that Crisp will have to yield to the demand.

CRANSTOUN HAS A CASE.

He Will Demand Damages of the Hawaiian Government.

Claims to Be an American, but He Is Said to Be Really an Englishman.

WASHINGTON, Feb. 11.—The State Department will take vigorous measures in the case of J. Cranstoun, who arrived at Vancouver yesterday on the Warrimoo, an exile from Hawaii. A brief statement has been received from the United States Commercial Agent at Vancouver, alleging that Cranstoun, an American citizen, guilty of any participation in the rebellion, was forcibly placed aboard the steamer and exiled without any trial and was subjected to severe pecuniary loss.

Minister Willis took his deposition before he was exiled from Hawaii, and is doubtless fully investigating the matter there. Should Cranstoun's assertions be borne out by inquiry, there can be little question that he will have a good claim for indemnity against the Hawaiian Government.

SEATTLE, Wash., Feb. 11.—John Cranstoun, the man who threatens to enter a claim for damages against the Hawaiian Government for banishment from the country, is well known in this city, having worked for about five years for the Seattle Transfer Company as foreman of the dray teams and also been in the draying business for himself, in which he failed.

He was discharged from the employ of the transfer company on April 11, 1894. After being discharged he remained in the city until the latter part of May. He was in hard straits financially when he left, and barely had enough money to take him to Honolulu. He informed several friends shortly before leaving that he was going to the islands to "catch on to something."

Cranstoun is an Englishman, having been born and raised near London, and is believed only to have declared his intentions and not to have been fully naturalized. He is described as being intensely English in all his thoughts and actions.

FAVORS TO RAILROADS.

They Are Allowed to Select Whatever Land They Like.

WASHINGTON, Feb. 11.—Horace F. Clark, who represents the California Miners' Association, is working to suspend all railroad selection and the issuance of patents thereon, until notices of such selections have been posted in California so that settlers may have a chance to prove the mineral character of the land. Some notices have been sent out for posting and more are to follow. Mr. Clark is very indignant about the manner in which the roads are allowed to certify (through their own agents) to the non-mineral character of such selections. He is intimately acquainted with the character of these lands and avers that many thousands of acres selected by the roads are valuable for minerals. He complains that, as the representative of the miners, he is not allowed by department officials here to see these lists, while Chambers, the regular land attorney of the Central and Southern Pacific, is allowed access to any of these papers. He declares that there are few favors asked by these railroads that the department does not hasten to grant. He believes that although Secretary Smith may suspend the issuances of these patents until March 4, if Congress adjourns without passing Caminetti's bill, patent issuing will be resumed regardless of the rights of settlers and miners.

WORK FOR A BATTLESHIP.

Cramp Is Willing That One Should Be Built Here.

WASHINGTON, Feb. 11.—Charles H. Cramp of Cramp & Sons, the Philadelphia ship-building firm, is here. He expects Irving M. Scott of the Union Iron Works to-night or to-morrow morning, and they will work together to secure the construction of the new battleships. There is going to be a hard fight in the House when the naval appropriation bill is considered the last of this week. Many members will oppose the building of any new ships on the score of economy. Mr. Cramp, while not particularly averse to an express provision in the bill authorizing the Secretary of the Navy to allow a differential in favor of the Pacific Coast contractors on one battleship, said to the CALL correspondent to-day that he thought it would be better for Mr. Scott not to insist upon that provision, as it

would precipitate a debate that might work to the prejudice of all. If the Pacific Coast people asked this differential, then the Mobile and Gulf and other builders would ask the same, and the result would be a wrangle that might seriously impair the prospects of Congress building any new ships. He says Secretary Herbert will have discretionary power anyhow, as he did in granting the contract for the Oregon to the Union Iron Works, when Cramp was the lowest bidder. He says he would like to see Scott get one of these contracts.

TRIAL OF EUGENE DEBS.

The Case Will Probably Go On With a New Jurymen.

CHICAGO, Feb. 11.—The Debs conspiracy case was again delayed to-day by the illness of Juror Coe. Judge Grosscup and a physician visited the juror at his home, and at the opening of court the judge announced that Coe could not be in court for at least two weeks. After a lengthy consultation with the attorneys the court said that later he would announce a decision as to what action would be taken.

The attorneys for the defense this afternoon declared that if the Judge decided to call another juror they would accept the eleven jurors now serving and would read the evidence to the new man.

This suggestion struck Judge Grosscup favorably, and he asked all the defendants if they were willing to accept this course. All agreed with the exception of Hannahman, who was not in court. If his consent is obtained this plan will be followed.

ALL A MISTAKE.

No Report Made Concerning the San Francisco Custom House.

WASHINGTON, Feb. 11.—Civil Service Commissioner Roosevelt said to the CALL correspondent to-night that the Associated Press report that the commission had filed its report substantiating charges that removals had been made in the San Francisco Custom-house by Collector Wise in violation of the civil service regulations was erroneous. The commission has not filed its report, for the reason that it has not yet heard fully from its agents at San Francisco.

WILL SAIL THE CUP DEFENDER.

Captain Terry Said to Be the Best Yachtsman Now Living.

New York, Feb. 11.—An evening paper says: The old sea shark, Captain Terry, has been engaged to sail the cup defender of 1895. It is said that in many respects he is the superior of Captain Hanson, who sailed the Vigilant. His superiority at the tiller is admitted, and he is considered a great judge of wind and knows better when to bring the yacht about than any other yachtsman. He is also without a peer as a trimmer of sails.

PREVENTED BY THE ICE.

Postponement of the Scullrace for the Championship of England.

LONDON, Feb. 11.—The boathrace between Charles W. Harding of London and Thomas Sullivan of New Zealand for £400 and the single-scull championship of England was to have taken place to-day on the River Tyne, but the cold weather has so filled the river with ice that the race was an impossibility. If the weather and water conditions are favorable the race will take place on Saturday next.

GOVERNOR HUGHES DOOMED.

He Will Shortly Be a Statesman Out of a Job.

WASHINGTON, Feb. 11.—The CALL correspondent learns from a reliable source that President Cleveland has decided to remove Governor Hughes of Arizona, on account of representations made to him that Hughes has been guilty of maladministration. Several Congressmen were at the White House to-day to urge candidates to succeed Hughes.

FIRED UPON THE TRAIN.

Bandits Made Desperate by an Engineer's Boldness.

He Ran Through a Shower of Bullets and Not a Man on Board Was Hurt.

ARDMORE, Ind. T., Feb. 11.—An unsuccessful attempt was made to hold up the northbound Gulf, Colorado and Santa Fe passenger about 11:30 p. m., at a point on Hickory Creek in a desolate region about two and a half miles south of the little town of Overbrook.

The train was the fast Kansas City through passenger and express known as No. 2, due here at 2 a. m., and was in charge of Conductor Conklic. The railroad company has established a new watering station near the point where the hold-up was attempted, and the robbers evidently expected the train to stop at the tank for water as is customary.

As the engineer was reversing his engine to take water and the train commenced to slow up, the headlight revealed several suspicious looking characters on the track ahead. He opened up and fairly flew by the watering station, and from the underbrush on either side the train was fired upon.

As soon as can be ascertained about fifteen shots were fired in all into the passenger train, most of the bullets taking effect in the sleeper. Fortunately no one was hit by the shower of bullets.

The amount of treasure on the train could not be ascertained, although it is known not to have been unusually large. United States Deputy Marshals were dispatched to the spot, but as yet have no clew to the would-be robbers.

CALDWELL, THE PEACEMAKER.

Seeking to Bring the Western Railroads Into Line.

CHICAGO, Feb. 11.—Chairman Caldwell of the Western trunk line committee went to Denver to-night to confer with the Denver and Rio Grande and Rio Grande Western officials regarding the membership of these two lines in the committee. The chances for a settlement are excellent, and as the chairman is a well-known peacemaker, it is highly probable that he will secure the assent of both lines to the committee agreement. With them as members the adhesion of the Missouri Pacific and Union Pacific will follow as a matter of course.

ALLOWANCES ARE CUT.

Reductions in General State Appropriations.

AID FOR THE NATIONAL GUARD.