VOL. XXXII., NO. 94.

TUESDAY EVENING, FEBRUARY 12, 1895.

WHOLE NO. 10114.

For Many an Anxious and Aching Heart.

Arrival of the French Liner La Gascogne in New York Harbor,

After a Prolonged and Perilous Voyage of Seventeen Days.

Delay Due to a Broken Piston Rod and Terrific Gales.

Other Craft Have Not Fared So Well-Two Schooners Go Down With Sails Set - Several Vessels Missing - Many Shipwrecked Seamen Picked Up at Sea.

La Gascogne Safe.

A SCENE OF EXCITEMENT.

NEW YORK, Feb. 11.—The news that La Gascogne had been sighted was received amid the greatest excitement at the office of the French line in Bowling Green. The office was crowded with anxious inquirers who have relatives and friends on board the steamship. They had been standing around with pale faces expecting at any moment to hear the worst. When the word came that the ship was safe for a moment a stillness reigned which was almost painful in its intensity. Agent Forget for a moment was rendered speechless. Then he became

WILDLY HILARIOUS. He shouted, ran here and there, grasping the hands of this one and that one, and fairly jumped up and down in the excitement of the moment. Then he put on his coat and started for the French line pier at the foot of Morton street, where a tug had been in readiness for days to take him to meet La Gascogne, should she be sighted. Several of the anxious ones waiting for news started from the office to board the tug with Mr. Forget. Many wet eyes could be seen in the office when the good news

was heard. THE START. La Gascogne left Havre on the morning of Jan. 26, under the command of a French naval officer, Capt. Baudelon, and with 30 passengers in the first second and 118 in the steerage. If she had made her ordinary raph succession as time she would have reached New York a week ago last Saturday evening or on Sunday at the latest, but on account of

the prevailing storms at sea she was not really expected until Monday.

PREVIOUS DELAYS. Three times previously La Gascogne has figured in newspaper articles on account of exciting circumstances. On Sunday morning, May 25, 1890, while bound for Havre with 444 souls aboard. she was proceeding at reduced speed because of a three days' fog. Captain Santelli, who was then in command, only knew that he was somewhere in the vicinity of the Scilly Islands. He was himself upon the bridge, when suddenly he sprang to the electric dial which communicates instructions to the engineer, and with almost incredtble quickness gave the order to reverse the engines. At the same time he threw the ship's helm hard a port. Right in front of the steamer, and within a stone's throw of her towering prow, was the small black rock which-with a companion rock in the ledge-had been the means of sending the steamer Schiller to the bottom several years before, drowning hundreds of her passengers. La Gascogne did not escape 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 fortunately was not large, and the ship after a few hours' delay was able to proceed slowly to Havre. The ledge is known as Bishop's Island, and had not

the fog lifted at the moment the vessel would have been wrecked. On Oct. 26, 1891, La Gascogne 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 and one steerage passenger, Piento Hacaggi, died of fright.

On May 4, 1894, La Gascogne grounded on a shoal below the southwest pit, but got off without assistance and without injury.

'AT ANCHOR.

The big French liner eight days overdue dropped anchor at the bar just before midnight. All well on board; and a sigh of relief goes up from two con-tinents. Delay was due to a broken piston rod and to the terrific gales that have swept over the North Atlantic for the past week or more and brought disaster to many a staunch craft. Capt. Baudelon and the officers and crew of La Gascogne brought the ship and passengers through the gales and made port without help. From the time they left Havre on Jan. 26 until today they spoke to no transatlantic steamer, and saw only a four-masted steamer-the one which reported at St. Pierre, Mig., as having seen a large steamer off the banks apparently in distress last Satur-

THE PRESS GANG IN THE LEAD. The United States press tug Dalzell, with representatives of the Times, Tribune and Recorder on board, was the first tug to reach La Gascogne. The disabled steamer had left Fire Island 25 miles astern and was eight miles to the eastward of Sandy Hook light ship. It was 9:45 p.m. The big liner was limping into port at half speed, with two big red lights as signals of distress at the foremast. The tug lay alongside for half an hour and the following story

of the trip was obtained: HER STORY. The steamer left Havre on Jan. 26. On the first day 466 miles were logged; on the second, 407. On the third day, after traveling 380 miles, the piston rod broke and eighteen hours were spent in making repairs. When they were completed the ship steamed at nine miles an

hour, making in all 60 miles. ANOTHER BREAK. On the 30th, 31st and Feb. 1 respectively, 215, 255 and 280 miles a day were made. On Feb. 2 the piston broke down again. The break was more serious this time. Sea an hors were put out and for 41 hours th. was hove to,

On the 4th the first severe weather was experienced, and the ship was blown 150 miles out of her course. On the 5th, the repairs having been com-pleted, 103 miles were made. The ship

A THIRD BREAKDOWN.
On the 7th the machinery broke down for the third time. The heavy cyclone struck her on that day, and the ship lay hove to with sea anchors out all day. No headway was made, and owing to the action of the ship, repairs were difficult. On the next day the chief engineer, who had been at his post day and night, completed the repairs, and the ship proceeded 130 miles. On the 9th for the fourth time the machinery broke down, and only 74 miles were made. On the 10th 150 miles were made, and today, to the great rejoicinge of all on board, Fire Island was sighted, and the ship crept up to her anchorage

off the bar.
GLAD PASSENGERS. The United Press tug was received with a cheer by the passengers. They crowded to the rail, yelled and clapped their hands with all the enthusiasm of the French race. The officers refused to allow anyone on board, and would not come to the rail to talk. The passengers were more obliging. Julius Matrigrin talked over the side of the

ship. He said: "We broke down on the third day out. We did not become alarmed, as we did not know very much about what was the mater. The captain said it was all right, and we had confidence in him. Our first experience with gales was on Feb. 4. We had a terrific blow then, and one of the boats was badly dam-

'Was anything carried away?" "No, the ship stood it well. We had plenty of provisions and fared first rate. We were blown away off our course, and spoke no steamers until yesterday when we saw an American liner that

was bound for Philadelphia." A crowd of men passengers leaned over the bulwarks, and one of the women, wrapped up in sea togs, joined them in their eager quest for news from shore. So eager were they, indeed that it was difficult to secure answers to the questions that were hurled at them from the tug. They said that they had been given plenty to eat, and except for the number of times the sun rose and set they would not have known that anything was wrong.

WELL CARED FOR. All particulars of the accidents to the machinery were kept from the passen-gers, but the daily bulletins of the knots made told the story. Beyond the tedi-ousnesss of the voyage, the passengers positively suffered no inconvenience. The vessel was not coated with ice, as were some steamers which have reached port in the last two days, and there were therefore none of the evidences which ordinarily cause anxiety.

THE FIRST NEWS. The first intimation that La Gascogne was approaching the harbor came in a bulletin from Fire Island at 4:15 p.m. Bulletins followed one another in proached the marine observer at Fire Island, and finally at 9 p.m. came the welcome news, "La Gascogne is safe off Fire Island." At 6:25 p.m. she was reported as passing the observer's tower, and that was the last seen of her till reached Sandy Hook bar and was hailed by the Dalzell.

Many Marine Mishaps. TWO SCHOONERS GO DOWN.

The steamer Algonquin, from Jack sonville and Charleston, which arrived this morning, reports that she had heavy northwest gales and high seas all the passage. On Feb. 9, off Five Fathom Bank lightship, she saw two large three-masted schooners sunk with sails set.

BLOWN OUT TO SEA. NEW YORK, Feb. 11.—Barge No. 58, of the Standard Oil Company, which was blown out to sea on Friday, has not yet been heard from. She had nine

men on board. ABANDONED HER TOW.

LONDON, Feb. 11.—The steamer Maryland, from Philadelphia, Jan. 22, for London, arrived at Valencia this morning with her bows badly damaged. The damage was sustained while towing the disabled steamer Loch Maree, from Charleston for Bremen, which she was obliged to abandon owing to the fact that the Maryland was very short of coal. In the terrific gale which prevailed the cables parted and it was then that the accident occurred. CREW RESCUED.

NEW YORK, Feb. 11.-Pilot Thomas Jackson, who brought the steamship Wittekind into port today, brought news of the rescue of the crew of a shipwrecked schooner off Nantucket yesterday, made by pilot boat No. 1, the America, which was cruising off the Rhode Island coast 200 miles from this port. The America picked ten men up while they were adrift in an open boat. They were in a terrible condition, being nearly frozen to death.

FORTY MEN SAVED. NEW YORK, Feb. 11.-The steamer Santiago, which arrived from Copenhagen today, brings 40 of the ship-wrecked crew of the steamer Cienfuego. The steamer Laurentian, from Coosawa, S. C., arrived this morning, had a succession of severe westerly gales, accompanied by enormous seas, and was

thrown on her beam ends for 24 hours. MISSED. NEW YORK, Feb. 11.-The steamer City of Augustine, Capt. Gaskill, which plies between this port and Jacksonin the lumber carrying trade, sailed from Jacksonville on Jan. 30, and has not since been heard from. She is

seven days overdue. A special from Sea Isle City, New York, says that grave fears are entertained for the safety or the New Jersey pilot boats E. C. Knight, J. Henry Edmunds, and the Delaware pilot boat E. D. Tunnell. They went to sea on Wednesday, and have not since been

SAVED EIGHT LIVES. NEW YORK, Feb. 11.-The steamer Llandaff City, from Bristol and Swansea, arrived this afternoon. Her pilot, Mr. Devlin, of pilot boat America, No. 21, states that before he left his boat on Feb. 9, at 2:30 p.m., a schooner was sighted showing signals of distress. It proved to be the schooner Nathan Esterbrook, jun., from Norfolk for New Bedford, coal laden. The pilot boat

stood by her for sixteen hours, and afer considerable difficulty the crew of eight men were rescued. The schooner went down fifteen minutes later. NINE SHIPWRECKED MEN PICKED UP.

NEW YORK, Feb. 11.-The Wilson ine steamer, Francesco, Capt. Jankins, which arrived this afternoon from Hull, had on board nine shipwrecked seamen. On Sunday a four-masted schooner was sighed showing signals of distress. The sea was making a clean breach over the vessel fore and aft. After landing by for some time a good pot on was secured to windward of the wreck, and the starboard lifeboat was successfully launched.

track of transatlantic steamers, and was not therefore seen by the many steamers which passed over the regular track. On Feb. 6 169 miles were made.

A THIRD REPEARDOWN

A THIRD REPEARDOWN masted schooner George A. McFadden, of Bath, Me., 1,017 tons, commanded by Capt. C. F. Wallace, and owned by W. T. Donald, of Bath.

HEAVY WEATHER. LONDON, Feb. 11.—Heavy weather is reported by all the vessels crossing the North Sea. The Osten steamer, Leopold III., due at Dover at 2:30 in the afternoon was not sighted until 10:30 afternoon, was not sighted until 10:30 tonight. She then showed three red lights. Her paddles are smashed, and as all the tugs are out for other emergencies she has been forced to remain a few miles off shore waiting for help. She has nineteen passengers and the

A severe easterly gale swept the North Sea and channel today. Much wreck-age is adrift, and dead sheep and pigs have come ashore at Dover.

John Redmond's Amendment to the Address Defeated.

Australian Gold Hunters Massacre a Tribe of Natives.

Contradictory Accounts of the Fighting at Wei-Hai-Wei. Weather of Wonderful Severity Prevails

on the Continent.

"THE GREAT CHANCELLOR." BERLIN, Feb. 11.—The National Zeltung says the Emperor has decided to have placed upon the Bismarck Tower, which is in course of erection at Goettingen, the inscription, "To the great Chancellor, by Kaiser Wilhelm, IL,

COLD ON THE CONTINENT. LONDON, Feb. 11.—Dispatches from various parts of the continent show that weather of unusual severity still prevails. The River Seine from beyond

Paris to its source is entirely frozen over. In some parts of Rheinish Prussia and Thuringia the mercury went to 22 degrees below zero. Eight more deaths caused by the cold are reported from various parts of Germany. NATIVES MASSACRED BY AUS-

TRALIANS. NEY, N. S. W., Feb. 11.-A dispatch from Perth, West Australia, says that seven men have been arrested on Coolgardie for massacring an entire native tribe, including women and chil-The men had gone out goldseeking and were camped near the vil-lage of the tribe which they are accused of exterminating. They say they acted in self-defense, as the natives menaced

THE EMBARGO ON CANADIAN CATTLE.

LONDON, Feb. 11.-The shipowners and the farmers in the north of Scotland have decided to again approach the Right Hon. Herbert Gardner, president of the Board of Agriculture, for the removal of the embargo on Can-adian cattle. There have been no recent cases of suspicion in Canadian cattle detected here, but the fact that Belgium has scheduled Canada is insisted upon by the supporters of the embargo as a reason to deny the request of the

SEISMIC AND CIVIC DISTURB-ANCES.

ROME, Feb. 11.-Several shocks of earthquake were felt in the province of Reggio di Calabria and Sicily today. The people of the town of Palmi fled to the fields, and several houses collapsed in the villages of Santa Anna.

A serious riot occurred in the village of Acerra today, growing out of the resistance of the people to the grain tax. The populace set fire to the tax offies, which were destroyed, and they endeavored to throw from the track the Naples express as it passed through the town. The troops were called out, and on their collision with the rioters a number were wounded on both sides. A bomb was exploded at a club hall in Massa last evening, shattering the windows of the hall but injuring no

IN THE COMMONS. LONDON, Feb. 11.-In the House of Commons today Mr. James Bryce, the president of the Board of Trade, said in reply to a question that the Governerment had no intention of placing a lightship or buoy upon the spot where the Elbe went down. The sunken wreck he said was nearer to Holland than to England, and if the spot was to be marked the work should be done by

the Netherlands. Sir Edwin Gray, Parliamentary Secretary for Foreign Affairs, announced that the Porte had maintained its decision not to allow representatives of the press to go into Asia Minor during the sitting of the Bitless commission

of inquiry. Mr. Herbert Gladstone, First Commissioner of Works, announced that the estimates would include a provision for expenses for erecting a statue of Cromwell in Westminster.

John Redmond, leader of the Parnellites, brought forth in the Commons today his motion to amend the address by demanding that the Government appeal at once to the country, inasmuch as they have failed to carry out their home rule programme. The motion was defeated by a vote of 256 to 236.

MISS BOECKER AT OSBORNE. LONDON, Feb. 11.-After an interview with the Empress Frederick Miss Boecker was introduced to the Queen and the Duke and the Duchess of Connaught. All listened with deep interest to her narrative of the wreck of the Elbe. At the Queen's request she wrote her name in her Majesty's autograph

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book. After leaving Osborne she received a souvenir from the Empress Frederick.

The Times correspondent in Wei-Hai-Wei telegraphs under the date of Feb. 8: A severe engagement began at 7 o'clock this morning. Several Japanese warships entered the bay from the eastward, and three Chinese torpedo boats attempted to escape by the western entrance. The Japanese boats sank them. The thirteen remaining and the sixteen Chinese warships have taken up a position at the southeast island. The main squadron is still outside the harbor. Four Chinese forts on the southeast island maintain an incessant fire. The Central News correspondent in Shanghai says that China has ordered the peace envoys whom she sent to Japan to come back immediately.

THE STREET RAILWAY.

Annual Meeting of the Company and Election of Officers.

A Farewell Banquet at Night - Mr. Break's Departure and Mr. Carr's Advent_The Earnings of the Road.

Yesterday was a busy one in local street railway annals. To begin with, the annual meeting of the company was held in the afternoon, with the vicepresident, Ed. W. Moore, Cleveland, in the chair. The board of directors for the previous year was elected as follows: H. A. Everett, E. W. Moore, T. H. Smallman, Greene Pack and S. R.

A directors' meeting was held immediately afterwards, when the following officers were re-elected: President, H. A. Everett; vice-president, Ed. W. Moore; manager and treasurer, Charles E. A. Carr; secretary, S. R. Break; assistant secretary, Charles Currie; super-

intendent, L. H. Deharte. The annual report showed the gross earnings for the year to have been \$57,-010 31; net earnings, \$11,481 16. The number of passengers carried was 1, 214,197. The number of car miles traversed were 534,137. The report further showed the expense of operating the road to have been equal to 80 per cent of

the gross reveune. "And with this small margin the city still wants a better offer for the fran-chise," explained Mr. Carr to the "Advertiser."

A MIDNIGHT BANQUET. Then at night, when the work of the men and horses was done, two large cars were filled with between 50 and 60 employes of the company, and a run was made to a down-town restaurant, where at 12 o'clock midnight the whole company sat down to an oyster supper. The cars were left on a side track, and to prevent the police from calling and disturbing the supper the horses were stabled. It was Mr. Break's treat to the men on his retirement from the position of manager, prior to his removal to the city of Detroit, where he assumes a more responsible position in connection with the electric system of that city. THE SPEECHES.

"I never knew that I had such a goodlooking lot of men," said Mr. Break, as he glanced around the room after supper. And the men, who all knew they were good-looking, but did not like to say so themselves, applauded Mr. Break's remark.

"I can't see," continued Mr. Break, "In looking into your faces tonight, how any person can accuse you of being cruel. (Laughter.) I can't see it." "When we look back," said Mr. Rey craft, in paying tribute to the work of Mr. Break, "and see the way the men used to toil, we can see a vast improvement—(applause)—and I for one am very sorry to see Mr. Break leaving

"We discovered long ago," explained Mr. Break, "that it doesn't pay to work a man long hours. If you work a man like a dog he will give you a dog's work; if you use a man as a man he will give

you a man's work. (Applause.) "I am not reflecting on the previous management for one moment," said Mr. Break. "In our policy we believe in giving a man fair hours. We started out on that basis, and there has been an improvement ever since. It does not pay to work a man long hours." (Applause.)

KIND WORDS. Driver Rollins, after expatiating on the marvels of a wonderful cure of his, spoke of the kindly wishes of the men

towards their ex-manager.

Mr. Charles Currie also had kind words to say of the retiring manager. He put in a good word for the new manager, Mr. Carr, and then sang, "Only a Wanderer." As an encore he gave "Hear Dem Bells."

Superintendent Deharte expressed his regret that Mr. Break was leaving. "I have had many years' experience with street cars," said Mr. Deharte, "but the hardest experience I have ever had has occurred since I came to London. (Hear, hear and laughter.) Then Mr. Deharte referred to the "arrest" of horses, and thought the company had been treated

very unjustly.

Driver Thurling sang a sentimental song, and then a half hour was spent in reminiscences. An interesting story was told by one driver who had to stop eleven times that afternoon in one block to let eleven different women off. "That's where you get cruelty to horses," said Mr. Break. "It takes more power to start a car than to haul

it half a block." Mr. Carr, the new manager, was then called on, and although he said speaking was not in his line, he made a capi-tal speech, and stated his intention of doing what was just and right to help

the men. "I think the chances are very good for us having an electric service here before many months," said Mr. Carr. During the evening music was furnished on the banjo and guitars and mouth-organ by Messrs. John and Tom Short, George Kipp and Walter Brad-

The meeting broke up about 2 a.m., all voting both the old and new managers "jolly good fellows."

Dr. Price's Baking Powder makes the finest food, because it's absolutely pure.

STRAPPED IN A CHAIR, And Her Husband Dead on the Floor

STRATFORD, Ont., Feb. 11.—Mrs. Thomas Kell, a helpless invalid, lived with her 84-year-old husband in the township of Ellice, When not in bed she was always strapped to her chair. On Saturday the neighbors found Mr. Kelly dead on the floor, dressed in overcoat and mittens. Mrs. Kelly was strapped in her chair, looking at him. She could not tell the neighbors how long he had been dead,

1281, 130 Dundas St.

COTTONS

OF ALL KINDS.

A wondrous meaning is conveyed in this phrase. As sugar is to a grocer, so are cottons to a drygoods house. They are the staple of staples; always on call, day in and day out. This means carrying large stocks and watching the market closely. Nothing more important than a well-equipped Staple department-nothing so important to a first-class house as having all these household necessities at lowest possible prices. You get them here. The finest cottons, both bleached and unbleached, within the ability of Canadian and American mills, have been turned in here within the past three weeks at the lowest mark ever reached for the best goods. To heads of families and housekeepers, we would say, study our stocks, you will not find them wanting. The prices will surprise. It's a good way to size up the capacity of a general drygoods store to serve your wants by its staple department. We're not afraid of your opinion.

Three bales yard wide Factory Cotton, only 3c a yard. The heaviest for the money.

Five bales yard wide Factory Cotton, extra heavy, only 5c yard. Free from dressing.

Five bales yard wide Factory Cotton, soft finish, only 7c yard. The best in the trade.

One case Bleached American Cotton, full yard wide, only 7c yard. Conceded to be of unequaled value.

Two cases full yard wide American Cotton, bleached, only 8c yard. This is a stunner.

Two cases full yard wide American Cotton, bleached, only 10c yard. "Fruit of the Loom."

One case American Lonsdale Oambric, bleached, only 14c yard. Unequaled for fineness and finish.

Twenty-five pieces eight-quarter Heavy Bleached Sheeting, twilled, only 20c. Never cheaper, never better.

7,500 yards Fast Color American Prints, free from dressing, 12 yards for 75c. Challie pat-



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