

Glad Tidings!

For Many an Anxious and Aching Heart.

Arrival of the French Liner La Gasconne 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 Gasconne Safe.

A SCENE OF EXCITEMENT.
NEW YORK, Feb. 11.—The news that La Gasconne 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 Gasconne, should she be sighted. Several of the anxious ones waiting for news started from work 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 Gasconne left Havre on the morning of Jan. 25, under the command of a French naval officer, Capt. Baudelon, and with 30 passengers in the cabin, 14 in the second and 118 in the steerage. If she had made her ordinary 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 Gasconne 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 in command of the vessel. He was waiting for the fog to lift, when suddenly he sprang to the electric dial which communicates instructions to the engineer, and with almost incredible quickness he ordered the engine to be thrown the ship's helm hard a port. Right in front of the steamer, and within a stone's throw of her bow, was a 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, and hundreds of her passengers. La Gasconne 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 Gasconne 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 Hacagel, died of fright.

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

AT ANCHOR.
The big French liner eight days overdue dropped anchor at the big pier just before midnight. All well on board; and a sigh of relief goes up from two continents. 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 Gasconne brought the ship and passengers through the gales and made left Havre on Jan. 25 until today they spoke to no transatlantic steamer, and saw only a four-masted steamer—the one which reported at St. Pierre, Minn., as having seen a large steamer off the banks apparently in distress last Saturday.

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 Gasconne. 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 foremast 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. 25. On the first day 468 miles were logged; on the second, 307. On the third day, after traveling 330 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, 235 and 280 miles a day were made. On Feb. 2 the piston broke down again. The break was more serious this time. Sea anchors were put out and for 41 hours the ship was held in making repairs.

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 completed, 103 miles were made. The ship was then clear to the northward of the

track of transatlantic steamers, and was not therefore seen by the many steamers which passed over the regular track. On Feb. 6 163 miles were made.

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 rejoicing 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 Matriglin 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 matter. 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 damaged."

"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 passengers, but the daily bulletins of the knots made told the story. Beyond the tediousness of the voyage, the passengers positively suffered no inconvenience. The vessel was not coated with ice, as were some steamers which have been 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 Gasconne was approaching the harbor came in a bulletin from Fire Island at 4:15 p.m. Bulletins followed one another in rapid succession as the steamer approached the harbor. At 5 p.m. came the island, and finally at 9 p.m. came the news that "La Gasconne 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 until she reached the Dalzell.

Many Marine Mishaps.

TWO SCHOONERS GO DOWN.
The steamer Algonquin, from Jacksonville and Charleston, which arrived this morning, reports that she had heavy northwest gales and high seas all the passage. On Feb. 9, off Cape Fear, the schooner, which was carrying a cargo of lumber, was wrecked. The schooner was seen by the Algonquin, and the latter rescued the crew. The schooner was seen by the Algonquin, and the latter rescued the crew.

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 bow broken. 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 the 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 shipwrecked crew of the steamer Cienfuego.

The steamer Laurentian, from Coosaw, S. C., arrived this morning, had a succession of severe weather, and was 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 Norfolk, Va., in 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 of 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 heard from.

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 Eschbrook, Junr., from Norfolk for New Bedford, coal laden. The pilot boat stood by her for sixteen hours, and after 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 line steamer Francesco, Capt. Jenkins, which arrived this afternoon from Hull, had on board nine shipwrecked seamen. On Sunday a four-masted schooner was sighted showing signals of distress. The sea was making a clean break over the vessel fore and aft. After standing by for some time a good position was secured to windward of the wreck, and the starboard lifeboat was successfully launched, seven sail-

ors as a crew. The captain and crew of the schooner jumped from the stern of the vessel and were hauled into the boat. The vessel proved to be the four-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 steamer, Leopold III., due at Dover at 2:30 in the 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 mails.

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

By 20 Majority.

John Redmond's Amendment to the Address Defeated.

Australian Gold Hunters Flasscare 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 Zeitung 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, II., 1895."

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 is entirely frozen. Paris to its source is entirely frozen. In some parts of Rhenish 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 AUSTRALIANS.

SYDNEY, 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 children. The men had gone out gold-seeking and were camped near the village of the tribe which they are accused of exterminating. They say they acted in self-defense, as the natives menaced their lives.

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 Gladstone, president of the Board of Agriculture, for revocation of the embargo on Canadian 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 Scotchmen.

SEISMIC AND CIVIC DISTURBANCES.

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 Aversa today, growing out of the resistance of the people to the grain tax. The populace set fire to the tax office, 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 arrival 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 one.

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 Government had no intention of placing a lightship or buoy upon the spot where the Elbe went aground, and that 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 Bitlis 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 accept of 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 book.

STRAPPED IN A CHAIR.

And Her Husband Dead on the Floor Before Her.

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. Kell dead on the floor, dressed in overcoat and mittens. Mrs. Kell was strapped in her chair, looking at him. She could not tell the neighbors how long he had been dead.

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

House-Seekers. Read the ADVERTISER. Rent your house. An ad. in the Advertiser for 15c one time will cost No empty houses after an ad. with us. SEE NEXT PAGE.

128, 130
Dundas St.
KINGSMILL'S
127, 129,
130, 132,
Carling 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 store. 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 unequalled value.

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

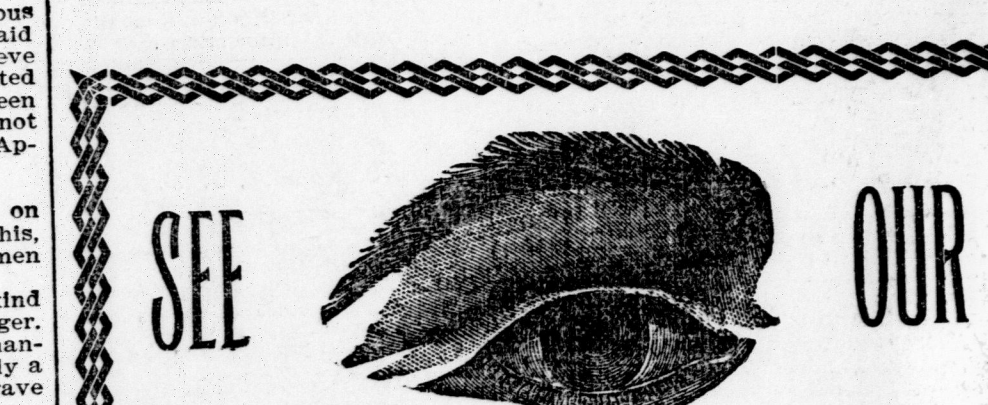
Two cases full yard wide American Cotton, bleached, only 10c yard. "Fruit of the Loom."

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

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

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

SEE OUR



ALL - Wool Dress Goods

—AT—

20 Cents Yard.

40 INCHES WIDE.

KINGSMILL'S

Always the Cheapest.

Agents for Butterick's Patterns.