

THE MAINE REPORT

Will Not Be Given to the Public Until Next Week.

ADMIRAL SICARD'S ILLNESS.

It May Cause the Retirement of That Navy Officer.

BUSY SUNDAY AT THE CAPITAL.

President McKinley Remained From Church in Order to Discuss War Measures With His Advisers—The Belief Growing in Official Circles That the Great Disaster Was External—Warlike Preparations Continue and Preparations For the Defense of the National Capital Are Completed—Warships Purchased From Brazil Have Been Named New Orleans and Albany.

Key West, March 23.—The report of the court of inquiry into the Maine disaster left here yesterday in the custody of Lieutenant Commander Marx, judge advocate. If the train connections are made he will arrive in Washington with the document tomorrow night. Whether the report will meet with the approval of the navy department is a matter of conjecture. Even Rear Admiral Sicard declines to prophesy. The general opinion of naval officers here, however, is that the navy department will quickly approve the findings and publicly convey them to the nation with as little delay as possible.

Within the last few days a minority sentiment has been steadily growing that the court has been unable to determine definitely the cause of the explosion. Still, it is true that a majority hold to the conviction that the report will find and prove that the Maine was blown up intentionally.

The sending of the report to Washington was an undramatic climax to weeks of waiting. Lieutenant Commander Marx went aboard the Nashville early in the day and brought off the findings. After a prolonged conference with Rear Admiral Sicard certain alterations were made, and then Rear Admiral Sicard affixed his signature of approval. After luncheon Lieutenant Commander Marx boarded the steamer City of Key West and sailed for Miami at 4:30 yesterday afternoon, with the court's findings safely stowed away in state room No. 15.

Despite the absence from Key West of the documents on which the eyes of the world are fixed, the court of inquiry continues in existence, though inactive. Should the navy department require further investigation, and express dissatisfaction with the findings, it is probable the court would be obliged to return to Havana, though the release of all the Maine officers held here as witnesses until yesterday makes it unlikely that any loophole has been left which would justify the department in requiring the court to perform further work.

Owing to the continued ill health of Rear Admiral Sicard, commanding the North Atlantic squadron, arrangements are making for his detachment from that duty as soon as it becomes apparent that such a step is necessary. Several weeks ago Admiral Sicard asked for a short leave of absence in consequence of a severe attack of malarial fever. His request was granted, and he spent a short time on shore. He is again ill, and it is now feared that it will be necessary either to give him a shore assignment or else a leave of absence. In accordance with instructions from Washington, a board of medical survey will examine the condition of Admiral Sicard, with a view of determining the question of his physical fitness to continue in the discharge of his present onerous and responsible duties. The hope is expressed that the medical board will report that Admiral Sicard's illness is only temporary in character, and will probably yield to treatment with a short leave of absence, but should it report that his condition is somewhat serious it will result in his formal detachment from the command of the squadron and his probable retirement.

THE CABINET UNITED. Substantial unanimity on the Maine Disaster and the Cuban Question. Washington, March 23.—Aside from the visit of survivors of the Maine disaster to the president last Saturday there was nothing new in the situation beyond a report from Havana that General Fando of the Spanish army in Cuba, was endeavoring to secure a conference with the insurgent leaders looking to a cessation of hostilities by allowing to the island the same method of self government allowed to Canada by Great Britain, retaining only Spanish suzerainty. This liberal offer is proposed by the autonomists, but the report that it was authorized by the Spanish government is not verified. Should the conference take place, which is unlikely, the insurgents would doubtless reject the offer.

On Sunday President McKinley did not attend church, as in his custom, but spent several hours in consultation with cabinet ministers and others. Among those summoned was Charles R. Flint, who has been acting for the

government in the purchase of ships. Mr. Flint declared that neither Chile nor the Argentine Republic have any desire to sell any war vessels, but would gladly part with them if they were needed by this government. This was in reference to reports about the Chilean warship O'Higgins and the Argentine ship Martino.

Beyond the Amazonas, her sister ship, Abreual, and the yacht Mayflower, no purchase of ships have been made by the navy department. A number of fleet steam yachts owned in the United States are being offered to the department, and it is probable that some of these will be purchased. Secretary Long takes the view that failing to secure the torpedo boat destroyers he wants the best plan is for him to equip some of these speedy boats with torpedo tubes and light batteries and improvise torpedo boats.

The semi-official statement given out at Madrid advancing the government view that a demand for indemnity based on Spanish responsibility for the Maine explosion would be indignantly repelled by Spain attracted much interest in official circles. There has been little doubt for some time that Spain was preparing for the contingency of an adverse report by the American court of inquiry, and to that end was preparing to anticipate and offset it by making clear the government policy of standing by the report of the Spanish commission.

Along with the semi-official statement from Madrid that a demand for indemnity will be indignantly repelled, is the further statement from reliable sources that Spain has made it clear to the authorities here that intervention must lead to war.

The enlistment branch of the navy department on Monday issued a large poster advertising for men for the United States navy. Enlistments will be made at the navy yards at Boston, Brooklyn, League Island, Washington, Norfolk and Mare Island, 66 South street, New York city; United States steamship Michigan, at Erie, Pa.; Custom House, New Orleans, and the Custom House, Gloucester, Mass. The following classes of men are wanted: Seamen, 18 to 35 years of age, at \$24 per month; ordinary seamen, 18 to 20, \$19 per month; chief machinists, 18 to 25, \$70 per month; machinists, first class, 18 to 35, \$55 per month; machinists, second class, 18 to 35, \$40 per month. The requirements for enlistment provide that all candidates must pass a physical examination, and seamen, ordinary seamen and machinists must pass a technical examination as well.

At the cabinet meeting on Tuesday the Spanish situation was discussed at length, and after the members had separated Secretary Long declared that the report of the Maine board of inquiry would not be given out for publication until next Monday or Tuesday, as the president desired to give the report careful study. Other cabinet officers stated that the general plan included the sending of a presidential message along with the report, stating that Spain had been called upon to make suitable response to the case as presented by the court of inquiry.

While the cabinet associates of the president maintained the usual reserve as to the exact character of the deliberations, yet it was conceded that the discussion proceeded on the theory that the coming report would show that the Maine explosion was not the result of an accident, but was due to external cause. There is no doubt that substantial unanimity exists on the part of the president and all his cabinet, both as to the Maine question and the general subject of Cuba. The possibility of a recourse to intervention in case Spain declined to make suitable response to the representations we will make after receiving the Maine report has been fully discussed. There is a very evident intention to consider all eventualities, including the recourse to intervention, the recognition of independence and other methods which appear to suitably meet the requirements of such a condition. It is believed to be the intention of the president, however, to bring about a very material and satisfactory condition in Cuba by what shall seem to be the best and most practicable method of obtaining this end.

The preparations for the defense of the national capital have been practically completed so far as its approach by water is concerned. The battery at Sheridan's Point, on the Potomac, just above Mount Vernon, is now completely manned and will prove a powerful auxiliary to the main battery at Fort Washington, on the opposite shore of the river, nearer the city.

Colonel Williston, who was recently placed in command of the Sixth artillery, one of the new regiments authorized by congress, conferred with General Miles yesterday in regard to the defenses of Baltimore. He is stationed at Fort McHenry, Md., just outside the Monumental City.

The army and navy preparations are continuing without interruption, although they have now become as regular as to lapse into routine on a gigantic scale. No further purchases of warships have been concluded yet, and the negotiations are not assuming a promising aspect, except in showing that the United States can command the market against Spain.

THE MAINE'S DEATH LIST.

Chaplain Childwick's Report Places the Total Loss at 366. Havana, March 23.—Chaplain Childwick has completed his mortuary report, which shows that 257 men and two officers perished in the Maine catastrophe, six succumbed to their injuries while lying in the San Ambrosio hospital here, one died on the Spanish transport Colon, 171 bodies have been recovered from the wreck, of which 61 have been identified, and of these 161 have been buried in Colon cemetery and 11 at Key West. This is the official report, made public, after careful correction, for the first time. It is probable that many more identifications will be established when the enlistment records are compared with the notes in Chaplain Childwick's possession of marks on the corpses.

FORTY WERE DROWNED

By the Capsizing of a Bark Off San Francisco.

WERE BOUND FOR THE KLONDIKE

The Helen W. Almy Carried Twenty-seven Passengers and a Crew of Fourteen—No Hope That They Escaped in the Small Boats.

San Francisco, March 23.—Upon the arrival of the Pacific Coast Steamship company's steamer Santa Rosa from San Diego yesterday the news was received of another terrible accident directly attributable to the Alaskan gold excitement, which is believed to have cost the lives of 40 passengers and sailors.

Captain Alexander, of the Santa Rosa, reported that early yesterday morning, while nine miles off Point Bonita, at the mouth of the Golden Gate, he sighted a derelict, bottom up. The tug Sea Witch was immediately dispatched to the point indicated and found the derelict to be the bark Helen W. Almy, Captain Hogan, which sailed hence for Copper river points with 27 passengers and a crew of 13 on Sunday last.

The bark lay upon her starboard side, with her stern low in the water. Her deck hamper badly wrecked and several planks of her hull washed loose by the seas which broke over her. While there were no signs of boats among the wreckage, it is not believed that her passengers and crew escaped by putting off from the vessel in them, as there has been very heavy seas for several days. Furthermore, no word has been received from the survivors, if any exist, although the derelict was sighted within ten miles of the shore, and fully 60 hours have passed since the wreck occurred.

According to the tugboat men there was a pretty stiff breeze when the Almy sailed out of Golden Gate on Sunday last, and by noon it was blowing a gale. She left here under topsails, and when last seen was standing out for an offing. There was a heavy sea running, and it is supposed that some time during the night she was struck by a squall and capsized.

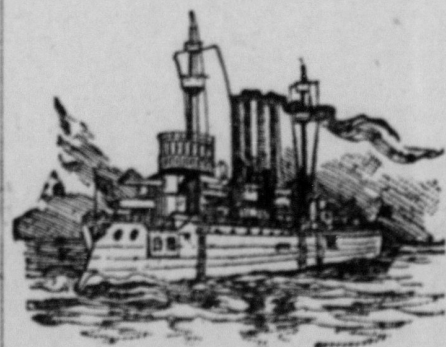
The Helen W. Almy was once a South sea trader, and was quite famous for her many adventures among the reefs. Her commander was then Captain Tuttle, and he operated her in the interest of John Wightman, who retained an interest in her when she entered the Alaskan trade.

The vessel was in good condition for an old vessel, and perfectly seaworthy. She was on the dry docks some days before being put on the berth, and her owners spent \$3,000 in repairing her. She had a temporary house on deck. When the Almy left port she had 25 tons of ballast in her, besides the provisions of the passengers and their outfits. She was a vessel of only 250 tons, and was therefore ballasted sufficiently to make her "stiff."

OFF FOR THE LAUNCHING.

A Thousand Enthusiastic Kentuckians Go to Honor Their Namesake.

Frankfort, Ky., March 23.—Governor Bradley, his uniformed staff, the state officials who had not gone ahead, and many prominent persons waited here for the private cars that were attached to the first section of the special Chesapeake and Ohio train that left Louisville at 2 o'clock yesterday afternoon for the launching of the battleship Kentucky at Newport News. They, with others taken on at Lexington,



THE KENTUCKY.

ington, completed the party of nearly 1,000 Kentuckians who made up the double excursion. Both sections of the train left here at 4 o'clock with banners flying, bands playing and cheering from both the passengers and many spectators at the station. The banquet, reception, etc., will begin as soon as the Kentuckians reach Old Point Comfort this afternoon. The speech of the occasion will be the governor's response to the toast, "Kentucky," at the banquet following the launching and christening tomorrow morning.

Severe Storm in West and Southwest. Kansas City, Mo., March 23.—The most severe storm of the season is in progress in the southwest and west. Emporia, Kan., and Omaha, Neb., report a fall of 40 degrees in temperature since Monday night, and Wichita, Florence and other Kansas points make like reports. Beatrice, Neb., reports a fall of 70 degrees in 12 hours. Vegetables have been ruined, and it is believed that fruit crops have been seriously damaged.

Storm Wrecks a Missouri Village. Kansas City, Mo., March 23.—A storm yesterday wrecked fourteen houses and destroyed many smaller buildings at Blue Mills, Mo., a little village about ten miles north of Independence, on the Missouri Pacific road. The only house occupied, that of Martin Hugel, was carried a distance of 120 feet. Hugel was internally injured, and may die. Neither Mrs. Hugel nor the children were injured.

Death of Ex-Commissioner Veasey. Washington, March 23.—Wheeler G. Veasey, of Vermont, formerly a member of the Interstate commerce commission, died here last night. Mr. Veasey resigned from the commission about a year ago on account of failing health.

Mrs. Nobles Gets a Respite. Atlanta, Ga., March 23.—Governor Atkinson yesterday postponed for one week the execution of Mrs. Elizabeth Nobles, sentenced to be hanged tomorrow for the murder of her husband several years ago.

A WEEK'S NEWS CONDENSED.

Thursday, March 17. The senate confirmed Hon. T. V. Powderly as commissioner of immigration.

Mme. Dreyfus has been refused permission to share her husband's imprisonment on Devil's Island.

Fire destroyed a big manufacturing and office building on Wabash avenue, Chicago, and 20 lives were lost.

The price paid Brazil for the warships Amazonas and Almirante Abroual is said to be something over \$2,500,000.

Unless the government modifies the quarantine law, it is said, 100,000 head of cattle will starve to death in California this year.

Friday, March 18. The United States court at Galveston, Tex., ordered the deportation of five Chinamen under the Geary act.

Two negroes who have been repeatedly arrested at Glasgow, Ky., for vagrancy will be sold into bondage on Monday.

Burglars broke into the summer home of Mitchell Wentworth, at Trumbull, Conn., and stole a wagon load of costly bric-a-brac.

Hon. Blanche K. Bruce, register of the treasury, died in Washington yesterday. He was born a slave in Virginia 57 years ago.

In a speech in the national senate Mr. Proctor, of Vermont, corroborated the stories of destitution in Cuba, and urged speedy relief.

Saturday, March 19. In the Missouri lunatic asylum is a man whose skin absorbed gold dust in the Klondike.

The Pennsylvania Democratic state convention is likely to be held at Harrisburg on June 29.

Two Indian sealers have reached Crescent City, Cal., after great hardships in an open boat.

The winter's output of the Klondike is estimated at \$5,000,000 in dust, which will be sent down by the first steamer.

The house committee on coinage will report favorably on the proposition to change the designs and materials for the minor coins.

Monday, March 21. The British government has 30 to 40 war vessels in Chinese waters.

William M. Taggart, of Taggart's Times, Philadelphia, died Saturday night, aged 46.

Mrs. Burnett, author of "Little Lord Fauntleroy," has sued her husband, Dr. Swan M. Burnett, for divorce.

The Diamond Match company has been sued by Lewis Riedinger, at Marquette, Mich., who claims \$30,000 for breach of contract.

At Waybark, L. T., Ed Chalmers (colored) and his white wife were killed by regulators, one of whom was killed by Chalmers in defending his home. Six arrests have been made.

Tuesday, March 22. Naugatuck, Conn., is alarmed over the appearance of a wild man who looks like a beast.

The government has not relaxed its efforts to capture the murderers of colored Postmaster Baker in South Carolina.

Frank E. Yullie, who was known on the New York Bowers as the "Old Man Bountiful," was found dead in his lodgings.

Black Jack's band of Mexican outlaws was almost exterminated by a vigilance committee of the Mormon colony, near Casas Grandes.

The Pennsylvania railroad depot at Jersey City, was damaged to the extent of \$100,000 by fire yesterday. Several firemen and others were slightly injured.

Wednesday, March 23. Thirty-three Japanese coolies were not allowed to land at San Francisco.

County Commissioner Meyers was convicted at Pottsville, Pa., on nine counts charging misdemeanor.

Two steamers which reached New York from foreign ports brought a total of 996 steerage passengers.

One man was killed and another fatally injured by a dynamite explosion at the Kaska-William colliery, near Pottsville.

Morton Hudson is seeking government aid to be released from a Mexican jail, where he is confined for killing two highwaymen.

THE PRODUCE MARKETS

As Reflected by Dealings in Philadelphia and Baltimore.

Philadelphia, March 23.—Flour firm; winter superfine, \$3.25; Pennsylvania roller, clear, \$4.25; city mills, extra, \$3.25; rye flour sold slowly, but ruled steady, at \$2.90 per barrel for choice Pennsylvania. Wheat strong; No. 2 red, March, 99c; No. 2 Pennsylvania, 98c; No. 2 Delaware red, 1.00; No. 1.01. Corn higher; No. 2 mixed, March, 24c; No. 2 white, 23c; No. 2 white, clipped, 23c. Hay steady; choice timothy, \$1.15 for large bales. Beef firm; beef hams, \$22.50. Pork dull; family, \$12.50; lard firm; western, steamed, 6c. Butter quiet; western, 15c; factory, 12c; Eggs, 13c; imitation creamery, 14c. New York dairy, 14c; do. creamery, 15c; fancy Pennsylvania prints jobbing at 23c; do. wholesale, 22c. Cheese dull; New York, large, white and colored, September, 34c; small do. do., September, 33c; light skims, \$3.00; do. part skims, 29c; full skims, 28c. Eggs quiet; New York and Pennsylvania, 10c; do. western, fresh, 10c; southern, 10c.

Baltimore, March 23.—Flour dull and unchanged. Wheat quiet; spot and month, 95c; April, 94c; May, 93c; No. 1, 92c; No. 2, 91c; No. 3, 90c; No. 4, 89c; No. 5, 88c; No. 6, 87c; No. 7, 86c; No. 8, 85c; No. 9, 84c; No. 10, 83c; No. 11, 82c; No. 12, 81c; No. 13, 80c; No. 14, 79c; No. 15, 78c; No. 16, 77c; No. 17, 76c; No. 18, 75c; No. 19, 74c; No. 20, 73c; No. 21, 72c; No. 22, 71c; No. 23, 70c; No. 24, 69c; No. 25, 68c; No. 26, 67c; No. 27, 66c; No. 28, 65c; No. 29, 64c; No. 30, 63c; No. 31, 62c; No. 32, 61c; No. 33, 60c; No. 34, 59c; No. 35, 58c; No. 36, 57c; No. 37, 56c; No. 38, 55c; No. 39, 54c; No. 40, 53c; No. 41, 52c; No. 42, 51c; No. 43, 50c; No. 44, 49c; No. 45, 48c; No. 46, 47c; No. 47, 46c; No. 48, 45c; No. 49, 44c; No. 50, 43c; No. 51, 42c; No. 52, 41c; No. 53, 40c; No. 54, 39c; No. 55, 38c; No. 56, 37c; No. 57, 36c; No. 58, 35c; No. 59, 34c; No. 60, 33c; No. 61, 32c; No. 62, 31c; No. 63, 30c; No. 64, 29c; No. 65, 28c; No. 66, 27c; No. 67, 26c; No. 68, 25c; No. 69, 24c; No. 70, 23c; No. 71, 22c; No. 72, 21c; No. 73, 20c; No. 74, 19c; No. 75, 18c; No. 76, 17c; No. 77, 16c; No. 78, 15c; No. 79, 14c; No. 80, 13c; No. 81, 12c; No. 82, 11c; No. 83, 10c; No. 84, 9c; No. 85, 8c; No. 86, 7c; No. 87, 6c; No. 88, 5c; No. 89, 4c; No. 90, 3c; No. 91, 2c; No. 92, 1c; No. 93, 0c; No. 94, 0c; No. 95, 0c; No. 96, 0c; No. 97, 0c; No. 98, 0c; No. 99, 0c; No. 100, 0c.

East Liberty, Pa., March 23.—Cattle steady; prime, \$5.00; common, \$3.00; 4.10; bulls, stags and cows, \$2.40. Hogs steady; prime medium weights, \$1.15; best heavy Yorkers, \$1.00; good heavy hogs, \$1.00; common to fair Yorkers, \$0.80; pigs, as to quality, \$0.60; good roughs, \$0.40; common to fair, \$0.30; sheep steady; choice, \$1.00; common, \$0.80; choice lambs, \$1.50; common to good, \$0.80; Veal calves, \$0.50.

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