TWO CENTS.

SCRANTON, PA., FRIDAY MORNING, FEBRUARY 18, 1898.

TWO CENTS.

MYSTERY OF THE FATE OF THE MAINE

Cause of the Terrible Disaster Is Still in Doubt.

THE TORPEDO THEORY POPULAR

It Thus Far Seems to Be the Most Plausible Solution of the Sad Affair.

A THOROUGH INVESTIGATION WILL BE MADE

Suggestions That an Infernal Machine Might Have Been Placed in the Coal Bunkers Will Be Given Proper Attention-List of the Survivors and Victims of the Disaster So Far as Known by the Officers.

ollowing:

Operations prevented by rough

In answer, Secretary Long sent the

Telegram received and action ap-proved. Express to Captain General Blanco and to the mayor and people

of Havana the thanks of this depart-ment and its appreciation of their ac-

tion in extending the honors you have

eported to those lost on board the

MARINES ON BOARD.

The navy department this afternoon

gave out a final and complete list of

the marines on board the Maine, in-

cluding the lost and the survivors, as

William Anthony, private, uninjured, at Havana.

Sergeant Meehan and Privates Galvin,

Lutz and McKay, uninjured, now at Key West; Corporal F. P. Thompson and Pri-vates, McDevitt and Grimon, slightly

The following are given as "believed

Private H. A. Van Horn, Corporal Joseph Schoen, Private John McDermott, Private J. J. Jordan, Private John Bennett, First Sergeant Henry Wagner, Ser-

geant J. T. Brown, Privates Henry E. Stock. Edward B. Suman, A. V. Warren, William McGuinness, John Coffee,

Roberts, Paul Loftus, F. J. Newman, George Brosnon, Copropal J. R. Burns,

Corporal A. H. Richter, Drummer J. H.

The department received this after-

ncon from Captain Forsythe at Key

West the following detailed dispatch,

showing those survivors of the Maine

Captain Sigsbee reports that the fol-

aved from the Maine, and are at Key

Uninjured men, fifteen; Peter Meikel-

son, Sea.; Charles Galpin, private mar-ine; Thomas Melville, C. P.; Michael Lan

nahan, L. D. S.; Peter Larsen, Sea.; Mar-tin Reden, Sea.; Louis Morinere, Sea.; Alonzo Willis, App.; John Turpin, M. Att.;

Westmore Harris, M. Att.; Michael Mee-han, sergeant U. S. M. C.; Edward Mc-Kay, private U. S. M. C.; Fresonani Owa,

M. Att.; Dan G. Toppin, W. R. Cook, Joseph Lutz, private U. S. M. C.

Men slightly hurt, twenty-six: Frank

George Schwartz, ship's cook; Al

G. Thompson, Corp. M. C.; Chester Ger-mond, private M. C.; John Herbert, Ord.

fred Johnson, Sea.; W. H. Thompson, L. D. S.; Charles Bergman, Bts. Mate.; Hanry McCann, Sea.; Walter E. Rich-

ards, App.: Arthur Rau, Sea.: Joseph H

Kane, L. D. S.; William McDevitt, private M. C.; John D. Load, M. A. A. Charles Lohman, C. P.; William Gartrell,

fireman: Oscar Anderson, Coxs.; Alfred Hallberg, Coxs.; John Panck, fireman

George Davis, Sea.: Ambrose Ham, App.

James Williams, G. Mate.; Henry Williams, cabin cook. Henry Teackle, Sea.; Thomas J. Durchan, L. D. S.; William

McNair, Ord. Sea.; Michael Flynn, Sea Men seriously hurt, five: Chas. Christ

anson, fireman; Patrick J. Foley, App.

George Fox. L. D. S.; Robert Hurchins, L. D. S.; G. J. Dressler, App. Of the men seriously hurt. Foley is con

sidered to be the only one in any danger The list has been compiled by Lieuten

ant Jungen and myself carefully, and is

think, correct.
The following is the list of the officers

Lieutenant John Hood, Lieutenant Car

tenant George J. Blanden; Past Assist-ant Engineer F. P. Bowers; Assistant Engineer J. R. Morris, Naval Cadet

Bronson, Navai Cadet P. Washington, Naval Cadet D. F. Boyd, First Lieutenant

Catlin, marine corps; Boatswain E. F. Larkin, Gunner J. Hill, Carpenter George

The state department this afternoon

received the following dispatch from

Merritt in junior officers' mess room

Jenkins in ward room mees room at the time of explosion. Latter left be-

fore an officer who was saved. Must have gone the wrong way. Lights out

Merritt got to hatch with Naval Cadet Boyd. Ladder gone. Boyd climbed through and tried to pull Merrit up.

but latter left go his hands, fell back and was drowned. Bodies of these officers not yet found, possibly in wreck. Sailors' funeral today at 3.

INVESTIGATION COMMITTEE.

The most important news of the day

was the appointment of the naval

ommittee and the announcement that

it would forthwith proceed to Havana

board is composed of Captain William

T. Sampson, of the Iowa; Captain F

E. Chadwick, of the New York; Lieu-

tenant Commander Schroeder, of the

Massachusetts, and Lieutenant Com-

They have full authority to make the

most searching inquiry into the cause

It is probable that the families of the

Will be an immense procession

to investigate the explosion.

mander Marix, of the Vermont.

ediately and water rushing in

Helms, Paymaster's Clerk McCarthy.

Consul General Lee:

lungen, Lieutenant George P. Blow, Lieu

of the Maine now at Key West, all un

lowing named officers and men were

Dierking, Fifer C. H. Newton.

who are now at Key West:

hurt, now at Key West.

Washington, Feb. 17 .- So far as anything official is concerned, the cause of the Maine catastrophe is at this writing a matter purely of speculation and conjecture. Rumors and theories innumerable follow upon each other, but it is almost sure that the exact cause of the explosion will not be known until after the official investigation, and perhaps not then, if the damage should have been so great as to leave no clue for a satisfactory so-

Early in the day came a dispatch from Madrid which created much interest. It was to the effect that Premier Sagasta had had an important conference with the minister of marine, Rear Admiral Bermejo, on the subject of the voyage of the first class armored cruiser Viscava to the United States. It is said at the Madrid ministry of marine that a long telegram in cipher has been sent to Senor du Bose, the Spanish charge d'affaires at Washington, directing him to give instructions of a precise character to the commander of the Viscaya so soon as commander of the Viscaya so soon as that vessel reaches the American coast, so that he may be prepared to avoid man, E. B. Timpany, M. J. Downing, C. all eventualities

The charge d'affaires may go personally to New York to deliver these instructions.

all eventualities.

At Key West the anthracite coal supply for the United States warships is being overhauled in a search for infernal machines. It is pointed out, however, that the Maine took her coal on board there a week ago, and it is not likely that the mechanism of any informal instrument would delay ac tion so long.

Captain Bradford, chief of the bureau of equipment, says that the coal taken on there was anthracite, "which is no more subject to spontaneous combustion than a pile of stones."

This coal is kept at Key West behind a picket fence, very much exposed to any evil-minded person who might desire to conceal a bomb therein. something which could only be effected with great difficulty after the coal was stored in the bunkers.

A late dispatch from Key West says that a number of the officers and men who were aboard the Maine at the time of the explosion have been interviewed, and that it is their unanimous opinion that it was due to some interfor cause and not the result of the explosion of the torpedo on the outside. Admiral Sicard telegraphed Secretary Long from Key West today that in the opinion of Lieutenant John Hood, of the Maine, who had arrived from Havana, the Maine could never again be utilized as a ship.

LIST OF SURVIVORS.

The first dispatch of the day direcfrom Captain Sigsbee reached the navy department at 2.20 p. m. It gave the list of survivors, injured and uninjured. Omitting names already sent by Forsythe, from Key West, the list of Captain Sigsbee is as follows, those followed with interrogation marks being unidentified from the department's

Men uninjured now at Havana:

C.H. Bullock, Frank Rush, K. Kushida W. Anthony

Men injured now at Havana Henry Jectson (7), Alfred J. Holland John H. Hurbert, J. McDevitt, William Anderson, Benjamin R. Wilbur, T. J. Waters, M. V. Weber, A. Anderson, Geo. Koebler, A. N. Verickson, Henry Will-lams, J. Williams, J. E. White, Thomas Mack, F. Coffee, W. Allen, Daniel Crook, D. F. Cahill, Fred Jernee (?), C. A. Smith, J. S. Hea, A. B. Herness, John Heffron, J. F. Bloomer, H. Johnson (?) Carl Mathiason, C. F. Pilcher, F. Cholt-zer (?), P. Loftus, X. McManus (?), W James Rowe, A. Hallon (?)

Captain Sigsbee adds that he cannot be sure of correct initials. The following was received from the

navy department at 3.35 p. m. from Captain Sigsbee:

General Blanco called on me personally at the hotel last night, and also the mayor of the city. They have requested mo to permit the government here to give a public burial to the dead already found in order that public sympathy may be expressed thereby and due honor shown the Ground for the burial has be secured. It is assumed that I am expected by the department to bury the ad here? In fact would be impracticable to transport remains to the United States. Means and facilities lacking. I have accepted the of-of the authorities and there will a public funeral at 3 o'clock today. All here from the Maine will go; also a delegation from the Fern. Fifteen bodies recovered during operations.

by the government as were the survivors of these who were lost in the Samoan hurricane several years ago, when 54 American officers and sailors were lost from the Nipsic, Vandalia and Trenton, which were wrecked on that Representative McClellan, of New

victims of the disaster will be cared for

York, introduced a joint resolution appropriating \$150,000 for this purpose in the house today.

LIEUT. BLANDIN'S ACCOUNT.

Thrilling Narrative Related by One of the Officers of the Maine.

Key West, Feb. 17.-Lieutenant John H. Blandin, of Baltimore, one of the Maine's survivors, who is at the Key West hotel, gave the correspondent of the Associated Press this evening a succilant account of the disaster, say-ing that not until now had he been able to recollect the sequence of events in the awful ten minutes following the explosion Tuesday evening. Lieutenant Blandin was on the Trenton at the time of the terrible disaster off Samoa in 1889 when American and German vessels lost 244 men all-told.

Lieutenant Blandin says: "I was on watch, and when the men had been piped below, I looked down the main hatches and over the side of the ship. Everything was absolutely normal. 'I walked aft to the quarter deck behind the rear turret as is allowed after eight ir the evening, and sat down on the portside, where I remained for a

few minutes. Then for some reason I cannot explain to myself now, I moved to the starboard side and sat down there. I was feeling a bit glum and in fact was so quiet that Lieutenant Hood came up and asked laughingly if I was asleep. I said, no, I am on watch.

"Scarcely had I spoken when there came a dull, sullen roar. Would to God that I could blot out the sound and the scenes that followed. There came g sharp explosion—some say numerous detonations -I remember only one. It seemed to me that the sound came from the port side forward. Then came a perfect rain of missiles of all descriptions, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would be detachable in an ex-

"I was struck on the head by a piece of cement and knocked down, but I was not hurt, and got to my feet in a moment. Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed by the shock and about to jump overboard. I hailed him and he answered that he had run to the poop to help lower the boats. When I got there, though scarce a minute could have elapsed. I had to wade in water to my knees and almost instantly the quarter deck was awash. On the poop I found Captain Sigsbee, as ccol as if at a ball, and soon all the officers except Jenkins and Merrit

joined us. The poop was above water after the Maine settled to the bottom. Captain Sigsbee ordered the launch and gig lowered, and the officers and men, who by this time had assembled, got the boats out, and rescued a number in the water. Captain Sigsbee ordered Lieut.-Commander Wainwright forward to see the extent of the damage and if anything could be done to rescue those forward or to extinguish the flames, which followed close upon the explosion and burned fiercely as long

as there was any combustibles above water to feed them. THE LAST SAD ORDER.

"Lieutenant Commander Wainwright on his return reported the total and awful character of the calamity, Captain Sigsbee gave the last sad order, "Abandon ship," to men overwhelmed with grief indeed, but calm and apparently unexcited.

"Meantime four boats from the Spanish cruiser Alfonso XIII. arrived to be followed soon by two from the Ward line steamer City of Washington The two boats lowered first from the City of Washington were found to be riddled with flying debris from the Maine and unfit for use. Captain Sigsbee was the last man to leave his vessel and left in his own gig.

"I have no theories as to the cause of the explosion. I cannot form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Ha vana harbor was full of torpedoes, but the officers, whose duty it was to examine into that, reported that they found no signs of any. Personally, do not believe the Spanish had anything to do with the disaster. Time

may tell. I hope no. "We were in a delicate position on the Maine so far as taking any precautions was concerned. We were friends in a friendly, or alleged friendly port, and could not fire upon or chall age the approach of any boat boarding us unless convinced that her intention was hostile.

"I wish to heaven I could forget it have been in two wrecks and have had my share. But the reverberations of that sullen, yet resonant roar, as if the bottom of the sea was groaning in torture, will haunt me for many days, and the reflection of that pillar of flames comes to me even when I close

Later reports today from the wound ed show them to be doing well, except Patrick Foley, whose skull is frac-

tured. It is feared he will die The officers from the Maine here are at the hotels or are quartered with army or navy friends, and the seamen and others have been provided for at the barracks or have been sent to the cruiser New York.

A distribution of clothing will be made to them as soon as possible. The officers can buy all they want here in the way of clothing.

OFFICERS ARE RETICENT. Regarding the explosion, the officers of the Maine are reticent. They are evidently under orders to keep quiet on the subject, but the men talk more freely, and they are almost unanimous in insiting that the explosion was caused by a large torpedo planted be-

fore the Maine arrived at Havana. The naval men here say that would be possible, but is not likely. The anchorage of the Maine was designated by a buoy and the location of the buoy

was fixed by the harbor officials. It is added that any officials perfectly posted as to currents and tides might plant a torpedo at night, so that under certain conditions of tide it would be under the forward part of the Maine as she swung to her moorings. Once planted, it is further stated, such a torpedo could be exploded from the shore or from a boat at any time fixed upon by those in the secret. All this, nowever, is regarded as being unlikely o occur, and as being almost impossible without the collusion of Spanish officials.

The Maine, according to the reports received here, was split open forward, therefore, it is added, it is difficult to see how such a result could be at-tained by a torpedo from the outside, and therefore it is pointed that the explosion seems to have come from within, although the keys of the magazines were in the hands of Captain Sigsbee at 8 p. m.

WHAT DID CONGOSTO MEAN?

Warned General Lee That Trouble Would Follow Visit of the Maine. New York, Feb. 17 .- Sylvester Scovel

wires the World from Havana: "I shall now quote what Secretary Congosto, then the acting governor general, or fulfilling the functions of that responsible position, said to me the night before the Maine had arrived. Consul General Lee had told him that afternoon that a warship would come.

"Congoste belligerently objected. leneral Lee then said: "Rememoer, if any trouble does oc-

cur, I shall have the whole fleet here n four hours. "Shortly after I saw Secretary Con-

gosto, and he was very mad. He was ilso indiscreet. He said to me: "'If your people would only let us alone it would all right. Spain has put up with more than any other nation would have done. I have warned you that there will be trouble if the Maine comes here. Now bring your ships here. If you want war you can have it. You will find Spain hasn't' forgot-

ten how to fight." "I took these words at the time as the angry utterances of an overtaxed diplomat. Now they seem to mean omething

"Two days ago a Spanish daily here laimed Senor de Lome wrote his fanous letter, and caused its capture because he saw no gain in further delaying a break tetween the two govern-

OPINION OF A GUNNER.

Elmer Meilstrap Thought the Harbon of Havana Contained Torpedoes. Detroit, Mich., Feb. 17.-A special

from Bay City, Mich., says: A letter was received today from Elmer Meilstrup, gunner on the battle- Marquis Lerrinaga, Admiral Monter-ship Maine, dated Feb. 11, in which ola, General Salano and other officers; Meilstrup wrote that he would not be surprised if they should be blown up any day; that the ship was surrounded with torpedoes and could not leave the harbor without consent and direc tion of the Spanish authorities.

Meilstrup's letter says: "The Spaniards have a couple of gun boats and a cruiser and there are two German gunboats. The guns of Moro castle are pointed at us as I write The whole bottom of the harbor is covered with torpedoes so that if they did not want to let us out we would not be able to go very well. We are lying between the Spanish and German men-of-war, and they have picket oats out all night watching us."

In a letter of Feb. 7 Meilstrup says: "I do not look for any trouble uness something very unexpected should happen."

In a letter of Jan. 12 Meilstrup tells of an accident aboard the cruiser Marblehead, when five men were injured. Commenting, he said:

"It is a wonder some of the ships don't blow up, they are so careless."

OUEEN REGENT'S SORROW.

General Woodford Thanks the Admiralty for Courtesies Extended. Madrid, Feb. 17.-The queen regent resided at a cabinet meeting today. The subject chiefly discussed was the oss of the battleship Maine. The minster for foreign affairs, Senor Cullon, read a dispatch on the subject from Washington and the queen regent expressed sorrow at the catastrophe. The Spanish warship Viscaya will, it

is said, receive her final instructions by semiphore" before she enters New York harbor. There is much comment here at the

alleged dispatch of a United States torpedo flotilla to Havana from Key West. A Spanish minister, who declines to

have his name used, said to the correspondent of the Associated Press here today: "All the official dispatches agree that the loss of the Maine was due to an accident. We keenly regret that the jingo element, with palpable bad faith, are endeavoring to make capital out of the catastrophe."

The United States minister, General Woodford, accompanied by his secretary and the naval attache of the United States legation, called at the dmiralty today to thank the government for the proofs of consideration it has given and for the assistance of the Spaniards of Havana in saving the survivors of the Maine.

CONDITION OF THE SHIP. Only the End of the Main Masts Remain Above Water.

Havana, Feb. 17.-The night of the disaster to the Maine a light wind from the southwest was blowing and she and her head pointed in a southeasterly direction. She was moored in about 12 metres of water forward and drew about 13 metres aft. The Spanish eruiser, Alfonso XIII, was about 200 metres from the American battleship. The correspondent of the Associated Press was in the cable office filing a nessage when the explosion occurred. He saw from the window of that office a great column of fire shooting upwards, like a big blaze of fire works, and he hurried to the wharf and to the quarters of Admiral Manterola. By that time the correspondent could see | ment's notice."

the flames extending over the whole ship, and a few moments after the

Maine sank. explosion so disjointed and The twisted the battleship that her remains now appear like a pile of wreckage All the upper deck structure, turrets and guns are in a heap, and one boiler has been blown out of its place and at 2 o'clock yesterday afternoon was still

smoking. have collapsed, and now only the end of her main masts remain above water. The boats of the Spanish cruiser Alfonso XIII. have picked up a quantity of wreckage, including boats and a flag, and today ten more bodies were found in the harbor and taken to the morgue. It is impossible to identify

Captain Sigsbee went on board the Alfonso XIII. yesterday and thanked the Spanish commander, Captain Manuel Elias, for the services the Spanish sailors had rendered on the occasion of the great disaster.

Contrary to reports current yesterday, the divers have not yet made any investigation of the wreck, and the general opinion expressed in Spanish circles is that the explosion occurred inside the Maine.

FUNERAL OF THE VICTIMS.

Flags on Public Buildings at Half Mast and Many Houses Draped.

Havana, Feb. 17.-The interment o the martyrs of the Maine took place this afternoon. The flags on the pub lie buildings were at half-mast, and many of the houses were draped in mourning. All classes were represented in the throngs that filled the streets along which the funeral procession passed to the cemetery.

The order of the procession was as follows: The municipal guards on horseback in full uniform; the city fire brigade, the municipal employes the alderman in seven splendidly decorated cars, special cars bearing the remains, the clergy, deputations consisting of the chief officers of the army navy and the volunteers, representatives of various official bureaus, a committee representing the chamber of ommerce, a delegation representing the grocers, the council of administration, representatives of the treasury the press and various political organi zations, then the chief officers of the Maine, the representatives of foreign governments, the city magistrates with their mace bearers, provincial deputies employes of the general and regiona Autonomic governments, the municipal mace bearers, then General Parrado with four aide-de camps, representing Captain General Blanco (whose personal presence was not allowable under the law), having on his right United States Consul General Lee, and on his left the mayor of Havana; the fantry The funeral music was furnished by

the bands of the Isabel la Catolica and Porto Rico battalions, which accompanied the bodies.

THE VIZCAVA'S ARRIVAL.

Du Bosc Ordered to Prepare Her for Eventualities. Madrid, Feb. 17 .- The premier, Senor

Sagasta, has had an important conference with the minister of marine, of the voyage of the first-class armored cruiser, Vizcaya, to the United States. It is said at the ministry of Maine that a long telegram in cipher has been sent to the Spanish charge d'affaires, at Washington, Senor Du Bose, directing him to give instructions of a precise character to the commander of the Vizcaya, so soon as that vessel reaches the American coast, "so that he may be prepared to avoid all eventualities." It is impossible that the charge d'af-

faires will personally go to New York to deliver the instructions referred to Washington, Feb. 17.-Senor Du Bose, Spanish charge d'antaires, has heard nothing in regard to the Midrid cable relative to the Vizcaya. It was expected that this battleship would arrive in New York today or tomorrow, and would remain two or three days before proceeding to Havana. The Legation is also without information concerning the reported note of Spain closing the De Lome incident.

MAINE WENT TO FIGHT.

Gun Crews Rendy for Battle or Reaching Havana.

Reading, Pa., Feb. 17,-Frank Anirews, aged 26, of Reading, is one of the seamen on the Ill-fated cruiser Maine, and today, almost simultaneously with the news of the disaster, a letter was received here from him by his brother. He says:

"When the Maine received orders to proceed to Havana we saw that all our guns were in good order; cylinders filled, shot and shell broke out and the decks almost cleared for action. Everything was ready for business and we turned in for a couple of hours' sleep. We sighted Cuba at daylight, and all hands were soon on deck. "We had heard the Spaniards would

fire on us, so we were prepared to return it with interest. Our orders were to enter Havana, and it had to be done so there was no half-way about anything on this outfit. As we steamed in under the guns of Moro Castle we calculated how long it would take us to silence it. "Our turret gun crews were standing

at their guns under the turrets, out of sight, of course, while the rest of the crew was lounging around the deck, but at the first shot from the Spanish they would have soon found places, and we could have shown them one of the neatest Yankee tricks that was ever played. However, nothing happened, and we steamed in and moved to a buoy.

"We kept the ship ready for action until United States Consul General Lee came on board. He looked proud, and, planking his foot down on deck, ex-claimed: 'At last!' We still keep our ammunition ready and stand night watches, ready for business at a mo-

Capt. Sigsbee Had No Warning of Torpedoes in Havana Harbor.

THE DENIAL OF A COMMON RUMOR

Commander of the Maine Had No Knowledge of His Destination at the Time of Departure.

THE LOCATION OF ALL TORPEDOES A SECRET

Their Presence Known Only to the Spanish Officers-The Wounded Sailors at Havana Will Be Looked After by Clara Barton-Visit of the Vizcaya-State Department Receives Many Messages of Condolence.

partment, through the commander at Key West, that it would be well to detail a lighthouse tender or some such small craft to watch over the wreck of the Maine. As the upper works are above water in places and much valuable property is thus exposed, the department has acted upon the suggestion and has authorized one of the vessels now at Havana, the Mangrove, probably, to be used for the purpose It is said at the department that the naval court of inquiry which is to investigate the disaster can scarcely asemble for the work at Havana before next Monday. Lieutenant Commander Marix, who left Washington at 11 o'clock this morning, can hardly reach Key West before the end of the week, and as the board must prepare itself for the work before leaving Key West, a day is little time enough for that and the transportation to Havana, It is not yet known where the board will hold its sessions at Havana, and this detail has been left for Admiral Sicard to fix. It may be held at one of the hotels or perhaps on board the Ward had received no instructions up to 6 line steamer, the tender Fern, or the coast survey steamer Bache.

The navy department authorizes denial of the statement attributed to Captain Sigsbee, that he recommended to the department before he sailed for Havana that no other ship than the Maine be sent to Havana, because the harbor was too dangerous, owing to the number of torpedoes planted in the

bottom. As a matter of fact, Captain Sigsbee had not the slightest hint given him Rear Admiral Bermejo, on the subject | that his ship was to be selected for the visit twelve hours before his departure. He was then at Key West doing patrol work and had gone to join the squadron at Tortugas before the telegraph orders of the department for his ship reached Key West. The telegram was dispatched after him by means of the torpedo boat Ericcson, and was delivered to him at Tortugas that night. Before daylight his ship was on the way to Havana and there was no corespondence with the department beyond the acknowledgment of the or-

REGARDING TORPEDOES.

As to the statement relative to the number of torpedoes planted in Havana harbor, it is said at the navy department that nobody aside from the Spanish officers in Havana knows what has been done to protect the harbor in that manner. It is customary to divide all great harbors into sections and in plans of coast defense to assign plans for torpedoes on the bottom at certain intervals. The location of these torpedoes is kept a profound secret, only a few officers of the army being entrusted with the knowledge. If their location were known it would be easily for an attacking enemy to remove or explode them without causing harm to their own vessels. It is not usual to keep torpedoes actually in their berths in the water in times of peace; they are placed in the positions assigned to them only as a war measure. There are some exceptions to this rule, for instance at Hong Kong, where the torpedoes are at all times kept in posi-Havana harbor to guard against an unexpected raid by a swift steamer that might fall into the hands of the insurgents. These torpedoes are not of the contact type, as are the torpedoes that are set to go off upon the touch from our homes. of the hull of a vessel passing over them, but are arranged to be exploded only by means of electric currents sent from shore by buried wires. These fixed torpedoes are really mines and carrying much larger charges than the small automobile torpedoes discharged from the torpedo tubes of warships,

In view of the near approach to New York of the Spanish warship which has caused so much comment, although it has been explained semi-officially that she is merely returning the courtesy exhibited in the sending of the Maine to Havana, it may be proper to state that the naval regulations provide for a proper reception to the ship. The mmandant at the navy yard, Admiral Bunce, will look after the necessary formalities. A salute will be exchanged with the ship by the shore forts and a paval officer will be sent from the navy yard to board the visitor and extend to him the courtesies of the port. An anchorage will be pointed out and

VISIT OF THE VIZCAYA.

Washington, Feb. 17.-Yesterday Cap- all proper precautions will be taken to tain Sigsbee suggested to the navy de- make the stay of the ship safe and comfortable. It is probable that she will lie in the North river naval anchorage unless she receives other orders from the Spanish legation.

The officials at the navy department devoted the day to the effort to correct the lists of living and dead and to answering frantic telegraphic appeals from relatives of men on the battleship. The disposition of the survivors has been arranged for as well as could be from this distance. The wounded sailors in Havana, when not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy any and everything necessary.

As for the Maine herself, notwithstanding discouraging reports as to her condition, the navy department will make the effort to raise her.

At the navy department, specific denial was given of the report emanating from Madrid that a torpedo flotilla was about to leave Key West for Cuba Only two torpedo boats, the Cushing and the Ericsson, are at Key West. and these have not been and will not be ordered, according to present plans. to Cuba. It was strongly asserted that no present purpose existed of sending any warship there.

Senor du Bosc, the Spanish p. m. as to going to New York and stopping the Spanish ship Viscaya from entering the port, and reports to this effect were discredited.

So far as could be learned the only information as to the situation in Havana that reached the president direct came through the Associated Press. The evening was absolutely devold of interest so far as official circles were oncerned. It was said at the navy lepartment that no news was expected before Saturday, when some results

of inquiry at Havana. The state department has received nessages of condolence from Queen Victoria, through Ambassador Pauncefote; Emperor William, the British admiralty, the Greater Republic of Central America; the Prince and Princess of Wales, the Sultan, of Turkey, the President of France, the Russian minister of marine, the lord mayor of London, General Blanco and the colonial government of Cuba, and a great many other rulers and high officials.

begin to appear as a result of the court

HOSTILE CIRCULAR.

Copy of the Incendiary Handbill Circulated About Havana.

New York, Feb. 17.-Medical Director Wood, of the naval hospital, Brooklyn, is in possession of the copy of a circulary, incendiary and outrageous, which was passed about the streets, on railway cars, and other places in Havana. A translation of the circular was sent to Director Wood by an officer on the Maine, who picked it up while on a train returning from a buil fight. The circular is as follows:

Spaniards! ong live Spain and her honor! What are you doing, that ye allow yourelves to be ir suited in this way? Do you not see what they have done to us in withdrawing our brave and beloved Wey-

ler, who at this very time would have ished with this unworthy rebellious rabble, who are tramping on our flag and our honor? Autonomy is imposed on us to set us to one side and to give posts of honor and authority to those who initiattion, and it may be presumed that the same precaution has been taken in Havana barbor to suard against an country. And finally, these Yankee hogs. who meddle in our affairs, humiliating us to the last degree and for still greater taunt, order to us one of the ships of war of their rotten squadron, after insulting us in their newspapers and driving us

Spaniards! The moment of action has arrived! Sleep not! Let us show these vile traitors that we have not yet lost shame, and that we know how to protect with energy belitting a nation worthy and strong as our Spain is and always

Death to Americans! Death to Auton-

Long live Spain! Long live Weyler! Mrs. Jungen, wife of Lieutenant Carl Jungen, watch officer on the Maine, is at the home of her uncle, Medical Director Wood. In answer to questions as to whether any of her husband's letters indicated a feeling existing in Hayana against the American officers,

she said: "Oh, yes. In all the letters from my husband he has spoken of the bitter feeling against the Americans, which were everywhere apparent. This was among the lower class of Spanish, understand-Weyler's followers. In a letter dated as late as Feb. 10 he used the significant expression 'if we don't away from here soon there will be

trouble.