



TWO CENTS.

SCRANTON, PA., SATURDAY MORNING, FEBRUARY 19, 1898.

TWO CENTS.

INVESTIGATING THE MAINE HORROR

THE TALK AT WASHINGTON

Department Kept Busy Denying Warlike Rumors.

PRaise FOR CAPT. SIGSBEE

Estimate of the Secretary of the Navy.

No Decision Regarding the Requests of Spain for Opportunity to Examine the Wreck of the Maine--General Lee's Official Report--\$200,000 Appropriated to Raise the Ship in Havana Harbor--Burial of the Dead Victims.

Washington, Feb. 18.—The feature of the day at the navy department was the large number of rumors of a warlike tendency that came to the attention of the officials as requiring attention and in every case contradicted. So formidable has grown the list that at the close of office hours Secretary Long was induced to make the following statement as the earliest manner of disposing at one time of all these stories:

"Really, no information has been received since Captain Sigsbee's first dispatch, adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is abundant room for speculation of all sorts, but no conclusion can be arrived at until an examination has been made by the divers and more facts obtained. It is a simple fact to say that such a thing might happen by design or it might happen by accident. As yet there is no indication of design. Therefore my impression has been allowed, and I rather think the general opinion preponderates in the same direction, that it must have been accidental.

"At the cabinet meeting today the matter was not discussed, except as any body of men talk about an event of that kind, and most of that talk referred to the terrible loss of life and expressions of sympathy for the sufferers.

"It certainly was a very kind thought in the president to send flowers to the families of Captain Sigsbee, of the executive officer, Wainwright, and of the lost seamen, whose residences are in Washington.

"You may say absolutely that there has been no secret cabinet meeting; that nothing has taken place in the cabinet that the public has not been informed about, that the whole policy of this department has been to give the public all the dispatches; that the department has no more knowledge of the subject of the cause of the disaster, or even of the circumstances attending it than have the public; and that the report which was to the effect that Captain Sigsbee had warned the department that the Maine was in danger from submarine mines or from torpedoes, is utterly without foundation; no such report ever having been received from him or anybody else."

SECRETARIES DENIED. The secretary also denied briefly and comprehensively wild rumors that he had requested the chief of police of New York to guard the Viscaya, and that he had selected Constructor Howell to go to Havana and raise the Maine. The last work of the day for him was to consult the representatives of the wrecking companies who probably will have charge of this work and endeavor to arrange for both of them to work together, so as to secure the use of each peculiar plant and to save time.

The secretary, when asked what was the department's estimate of the conduct of Captain Sigsbee in the terrible situation in which he had been placed, replied:

"I think I express the feeling of the president, as well as my own when I say that Captain Sigsbee has conducted himself as an officer of our navy should. He was the last to leave his ship when she went down. His dispatch to me was so complete that since then I have thought of no question of fact to ask him which is essential to the situation and which he could answer; which is not covered by that dispatch. Its tone, too, is that of a discreet and level-headed man who realized the impression any word from him at that time might have on the public mind. Nothing is harder than for a naval officer to lose his ship, so that I have great sympathy for him. I await with confidence further reports."

During the day the department was in receipt of a number of telegrams from different parts of the country asking in behalf of relatives of the dead sailors that their remains be brought back to the United States for interment. Among them were queries from friends of the two officers, Merritt and Jenkins. The department forwarded these to Captain Sigsbee, whose reply was that the officers' bodies had not been found; that as to many others identification is not possible, and throwing great doubt upon the practicability of taking any of the remains away from Havana.

SPAIN'S REQUEST. While no decision has yet been reached formally upon the application of the Spanish government for authorization to examine the wreck of the Maine to ascertain the cause of the explosion, the officers seem inclined to grant her request as one that could

not properly be refused, and it is likely that each government will make an investigation of this character concurrently.

The miniature United States flag, in the model of the battleship Maine, in this main compartment of the navy department, was lowered to half mast during the day by direction of the secretary of the navy. The handsome model has been a center of interest for the throngs at the department within recent days, and the several flags have continued to fly at the mastsheads in apparent irony of the actual condition of the Maine. A movement was started today to drape the model in mourning, after the manner that the model of the British ship Victoria was draped at the World's Fair. Secretary Long did not approve of this, however, as it suggested an ostentation not fitting the circumstances. But he gave his assent to lowering the miniature colors, and accordingly the stars and stripes flying from the mastsheads of the miniature counterpart were lowered.

The only absentees from today's cabinet meeting were Secretaries Sherman and Alger. During the meeting the disaster to the Maine was the principal topic of discussion. Secretary Long read a cablegram from Captain Sigsbee, giving an account of the funeral yesterday of the nineteen victims of the explosion, substantially as printed in this morning's papers. It appears that unusual and in some respects extraordinary evidences of respect and sympathy were shown by the Spanish authorities and people. Although the president and the members of the cabinet await with interest the result of the inquiry into the cause of the disaster, there remains scarcely a doubt in their minds that it was an accident, purely, and such as might happen at any time. This view of the matter, however, will not influence the president to stop short of a most searching investigation into all the facts, present and remote, that may have any possible bearing upon the case or throw upon it a single ray of light. Until facts are shown to the contrary, the president will assume that the explosion came from within and was not the result of treachery on the part of anyone. The president is receiving a large number of congratulatory messages commending him for the course he has pursued in this matter as well as in the case of the late Spanish minister, de Loma.

GENERAL LEE'S REPORT.

General Lee was heard from in the shape of the following cablegram this afternoon:

Havana, Feb. 18, 1898. Assistant Secretary of State, Washington: Great popular demonstration at funeral of our military, naval, firemen and civil organizations, all highly represented. Bishop of Havana, General Furrado, next in command to governor, and other prominent members of the cabinet, mayor and other prominent persons, walked in procession part of route in accordance to eulogies read by the bishop and other dignitaries. Many coming to surface water since, but now difficult to recognize. Will be buried with religious services.

Representatives of two wrecking companies, the Merritt Wrecking company and the Boston Tow-boat company, called at the navy department today in response to the invitation extended by the department yesterday to talk with the officials over the steps to be taken toward raising the Maine, or if that should be found impracticable, to save the ordnance and such other parts of the ship equipments as may be of value. It was made apparent that at this distance it is not possible to take an opinion as to the feasibility of raising the ship and it is likely that a representative of the company selected to undertake the work will be dispatched immediately to Havana to make an inspection. The photographs which Captain Sigsbee yesterday announced that he would forward may also be of use in enabling the department experts to reach a conclusion in this matter.

PHOTOGRAPHIC EXPERIMENTS.

One suggestion that came today to the department may also be availed of, namely, to photograph the ship under water. If this can be done, a matter of some doubt, considering the condition of the water in Havana harbor, the result from the picture may be of considerable value not only to the wreckers, but also to the court of inquiry. A wrecking vessel is now lying at Key West. She is the subject of the department's decision in this matter. With a complete diving outfit, experienced men and a big crane capable of lifting 300 tons, this craft could be easily able to hoist the Maine and turrets and she could be gotten to the scene of the wreck inside of a day.

The telegraphic reports from Key West and Havana are lacking off, doubtless because there is nothing new to communicate at present. One message that reached the navy department yesterday afternoon from Key West was sent by Commander Forsythe, in charge of the naval station there, who has been indefatigable in his attentions to the survivors of the disaster and in the execution of the relief measures ordered by the naval department. The commander reported briefly that all of the wounded at Key West are doing well and that Foley (who yesterday was supposed to be dying) is now out of danger.

RESULTS OF THE DISASTER.

The navy department has compiled the following summary showing the total results of the Maine disaster from all available official information up to the close of the department tonight:

Total officers and men on board Maine, 265. Total officers, 36. Total men, 229. Total officers saved, 24. Total men saved, 75. Total officers lost, 2.

Total men lost, 246. Total officers injured, none. Total men injured, 57. Doubtful (men), 7. The seven men appearing as doubtful probably represent that number or less, whose lives have been saved, but who cannot be identified at present on account of errors in the transmission of telegrams.

The 57 appearing as injured are included in the 76 appearing as saved. Two men reported as having died in hospital are included in the total of 246 appearing above as having been lost.

IDENTIFICATION DIFFICULT.

Late in the day Captain Sigsbee telegraphed as follows: "So far one hundred and twenty-five men have been buried. Identification very difficult. Will wire names of identified later. In regard to telegram (of inquiry) of today, cannot furnish further information. Names read: A. Hallen, William Anderson, A. Johnston, Henry Williams, who was cabin cook, and James Morinige, Senetola's names wired by mistake."

The answer as to names was due to the navy department's doubts as to initials, etc.

As to the list of unidentified lost was added during the day. Albert Wilson, seaman, named his kin, Anna M. Wilson, 17 Bond street, Chicago.

Senor du Bosc, charge d'affaires of Spain, upon command of the queen regent, called in person on the president today.

The call was attended with those formalities usual when the representative of a foreign government sees the president.

Mr. du Bosc said: "I have been especially instructed by the minister of foreign affairs to convey to you, Mr. President, the assurances of the sympathy of her majesty, the queen regent, of Spain, at the terrible misfortune which has befallen an American ship and her crew in Spanish waters."

The president replied: "I beg you, Mr. du Bosc, to convey to her majesty my sincere appreciation of her kind expressions of sympathy on the occasion of this great loss to the American people."

DIVERS EXPECTED.

They Will Probably Begin Work on the Wreck Today.

Havana, Feb. 19.—(3 a. m.)—At 8 o'clock last evening 135 bodies had been recovered. The bishop of Havana, telephoned Chaplain Chadwick a license to hear the confession of our poor sailors. None has complained. On the contrary, all have expressed themselves as satisfied with the assistance offered them in the circumstances.

Captain Sigsbee has expressed himself as grateful for the offer of help from divers, but prefers to await the arrival of the general and special permits so as to avoid friction. With Lieutenant Commander Wainwright, Lieutenant Holman and Chief Engineer Howell, Captain Sigsbee went on board the wreck this morning.

The big cat that was a pet of the Maine's crew and was found yesterday on the wreck so much frightened that it apparently had not moved from its hiding place is now on board the Fern. The captain's dog, Peggy, was also saved.

The United States navy divers are expected tomorrow.

Havana still mourns with the American people. Since the funeral ceremonies of yesterday the city has removed the outward signs of grief; but the work of securing the living and caring for the dead proceeds tenderly and unremittently. Every care is shown the survivors.

Captain General Blanco and the officials continue to co-operate with Captain Sigsbee and Consul General Lee. The messages received from Spain and the United States showing that the action of the Havana authorities is appreciated, give satisfaction to the officers, who are making further efforts to ameliorate the condition of the survivors.

There is sincere regret that circumstances make it impossible to meet the wishes of friends who desire that the remains of their loved ones shall be sent home for burial; but in cases where the officers of the Maine deem it practicable, the necessary facilities will be afforded. The feeling of the community is that social functions would be out of place at a time of such mourning, and these will be suspended for the present.

Statements from Madrid and Washington published here to the effect that many people in the United States believe the explosion was accident coincides with the opinion held by the Spanish officials; and the excitement which followed the disaster has subsided into quiet waiting.

COURT OF INQUIRY.

Sittings Will Probably Be Held at Key West.

Key West, Fla., Feb. 18.—Rear Admiral Sicard is preparing a precept, or advance order, for assembling the court of inquiry here into the loss of the Maine. The warships Iowa, Indiana and Massachusetts are expected to arrive tomorrow morning. These officers and those of the cruiser New

York will probably compose a majority of the court. The court may proceed later to Havana. A room in the federal court here will most likely be secured for the sittings.

As regards the story that one of the crew of the Maine saw a small object emitting smoke approaching the warship, just before the explosion, the correspondent of the Associated Press has interviewed the man in the hospital who was said to have circled the report and has had from him an absolute denial. Lieutenant Blandin, master of the dock at the time of the explosion, and Lieutenant Hood, who was with him, both positively deny that such a story could have any foundation, unless it was the smoke of the City of Washington that misled some one.

Mail matter for the Maine via Tampa or Miami will be stopped here and sorted. The part directed to those who are dead will be returned to Washington, and that intended for those of the Maine's crew who are in Havana will be forwarded there.

SEARCHING FOR BODIES

No One Allowed to Approach the Wreck of the Maine.

Havana, Feb. 18.—The men searching for bodies have also recovered a number of sad relics of the Maine, including a medical chest, enlistment records, a gold watch and chain marked "P. T. Bartlett, Waltham, 321.124" and five portraits.

Approach to the Maine is now prohibited inside a distance of 100 meters, excepting in the case of boats of the United States navy, which require a special permit. This action is taken as a precautionary measure against any accident occurring during the inspection by the American divers, and to prevent any interference with the work ordered by Captain Sigsbee.

Neither General Lee nor Captain Sigsbee has so far asked permission to inspect the work in connection with the wreck of the Maine.

Captain General Blanco and Bishop Santander have visited Consul General Lee.

General Lee is receiving many telegrams from mayors and other officials expressing sympathy at the loss of the Maine, and the foreign consuls have either called personally or have sent written expressions of their condolence.

The consul general said today that he had not heard of any eight-inch hole being found in the bottom of the ship, and that the United States court of naval inquiry would have charge of all questions affecting the loss of the Maine.

The Mangrove sails this evening for Key West with Edward Mattson, E. R. Wilber, J. C. White, Daniel Cronin, John Coffey, J. H. Blover, Alfred Hernes, James Rowe, Charles Pilkey and William McGuinness. Two more of the swamped sailors died this morning. Up to the hour at which this dispatch is sent, 230 a. m., 130 bodies have been recovered. Each is placed in a coffin and carried to the Colon cemetery, where Chaplain Chadwick, of the Maine, conducts funeral services similar to those of yesterday ceremony.

On the night of the disaster Captain Sigsbee requested Admiral Manterola to station boats around the wreck, so as to prevent any one from approaching it without official leave. As a result of this, special permits are allowed to get near the wreck. Captain Sigsbee himself, going in the early morning to the scene of the disaster, was warned off, not being recognized, and was obliged to return and get a formal permit from the naval authorities.

NEWSPAPER DIVERS EXCLUDED. Admiral Manterola refuses to allow the divers sent here by American newspapers to make any investigation near the wreck, at least until Captain Sigsbee has finished his official investigation. This morning Lieutenant Commander Wainwright, Lieutenant Holman and Chief Engineer Howell went with divers to search for the engine room, but the guards would not allow them to make the search and they returned to the consulate and lodged a formal complaint with Consul General Lee. However, the agreement reached between Captain Sigsbee and General Blanco was that the American divers, even the divers sent here by the American newspapers, in his official investigation. Captain Sigsbee and the commander of the Fern, accompanied by General Lee, visited the captain general this morning and had a conference, at which it was decided that the American press divers should not be allowed to go inside the wreck, though any diver appointed by Captain Sigsbee is to have full liberty of movement. The government has wired to Washington requesting permission for Spanish official divers to examine the wreck outside and inside.

Captain W. T. Simpson, of the United States battleship Iowa, and chief of the board of inquiry, is expected here.

A revolting incident of the day has been the presence of vultures wheeling in the air above the wreck.

The Mangrove will probably carry to Key West this evening eight wounded officers and those of the cruiser New

York will probably compose a majority of the court. The court may proceed later to Havana. A room in the federal court here will most likely be secured for the sittings.

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MAINE'S SALVAGE.

Congress Appropriates \$200,000 for the Work.

Washington, Feb. 18.—Soon after the senate met today Mr. Hale (Maine) obtained the floor and introduced the following joint resolution:

"That the secretary of the navy be and he is hereby authorized to engage the services of a wrecking company or companies having proper facilities for the prompt and efficient performance of submarine work, for the purpose of recovering the remains of officers and men lost on the United States steamer Maine, and of saving the vessel, or such parts thereof and so much of her stores, guns, material, equipment, fittings and appurtenances as may be practicable, and for this purpose the sum of \$200,000, so much thereof as may be necessary is hereby appropriated and made immediately available."

The resolution was passed by the senate without objection, being amended so as to authorize the secretary to direct that the remains of officers and sailors be brought to the United States for interment.

The resolution was prepared at the navy department and introduced at the request of Secretary Long, who in forwarding it to Mr. Hale also sent a letter explaining the purpose. He says in this letter that "it is deemed proper and important that steps should be taken immediately to recover the remains of the officers and men lost on the occasion of this most disastrous catastrophe, to raise the vessel, or to save such parts of her as possible."

To this the secretary adds: "The meagre information received respecting the nature and extent of the injury sustained by the hull of the Maine renders it difficult to determine at this time whether there is reason to hope that the vessel herself may be raised; but it seems probable, as she lies within the protection of a harbor and is not wholly submerged, that much valuable property may be recovered if the necessary action is taken without delay. The vessel, with her stores, guns material, equipment, fittings and appurtenances, cost approximately \$5,000,000. As an illustration of the value of similar items which may have escaped serious injury, it may be said that the ten-inch gun, of which the Maine carried four, were worth, with their mounts, \$48,500 each. Aside from the duty resting upon the government to recover and bring to this country for burial, if this can be done, the bodies of the officers and men who lost their lives in this disaster, it is believed that much valuable property may yet be saved from the vessel. In any event it is of the utmost importance that the arrival of the Maine in this matter should be entered upon without delay."

"The sinking of the Maine will be made the subject of immediate and exhaustive inquiry and congress will be fully advised of the results of such investigation."

Mr. Long states that, in fixing the sum asked for, the department is at this time unable to estimate the necessary expense with any degree of accuracy, but he says he has conferred with the bureau of construction and repair, and that in case of the appropriation of \$200,000, the following items will be found necessary will be expended in the work. The secretary incloses the following table showing the cost of a number of items in the ordinary outfit of the vessel: Main battery and equipment, \$18,927; main battery, miscellaneous, \$6,880; secondary battery and equipment, \$20,784; small arms and equipments, \$3,742; ammunition, \$123,019; ammunition, secondary battery and small arms, \$30,312; magazine and small room equipment, \$1,159; stores, \$1,837; torpedoes, outfit, \$22,310; permanent fittings, main battery, \$84,670; permanent, secondary battery, \$1,258; permanent fittings, torpedo, \$17,877; permanent fittings, miscellaneous, \$165; total, \$362,152.

Immediately after the reading of the journal at noon, Mr. Boutelle (Rep., Me.), chairman of the naval committee, asked unanimous consent for the consideration of the resolution prepared by the navy department, and which passed the senate.

"It is unnecessary to say," said Mr. Boutelle, at the conclusion of the reading of the letter, "that the work of salvage should begin at once, and that the arrangements with the wrecking companies which have the necessary outfits should not be delayed. I deem it proper to call attention to the fact that Secretary Long, recognizing that congress was in session, has come here for authority to do this work instead of straining any authority he might possess independently."

"After some discussion the resolution was adopted unanimously."

LEE RETURNS THANKS. Acknowledged the Courtesies Extended at Havana.

Washington, Feb. 19.—2 a. m.—The navy department last night received the following message from Captain Sigsbee at Havana:

"With General Lee and Cowles today visited Captain General Blanco and other chiefs of civil and military branches of government, and returned thanks for great demonstration of sympathy yesterday and for their continued care for the dead and for other good offices now being exercised in our behalf. Received additional assurances of sympathy and desire to help. Spanish authorities feel situation acutely. I have promised to maintain official character of all work done on wreck of the Maine. No friction anywhere."

The reference to the official character

THE VISCAYA AT NEW YORK

The Big Spanish War Ship Outside the Bar.

TO ENTER BAY TODAY

Preparations for Her Formal Reception.

Fleet of Government and Police Patrol Boats Will Meet the Big Ship at Sunrise--No One Save Newspaper Men Will Be Allowed to Accompany the Fleet--Lieut. Dougherty Will Have Entire Charge of the Police Patrol and Will Represent Admiral Bunce of the Brooklyn Navy Yard.

SOBRAI'S THEORY.

Thinks the Disaster at Havana Was Due to Negligence.

New York, Feb. 18.—The Herald tomorrow will say: Lieutenant J. G. Sobrai, naval attaché of the Spanish legation at Washington, was in this city yesterday actively co-operating with the authorities in preparations for insuring the safety of the Spanish battleship Viscaya during her stay in this port.

Lieutenant Sobrai was asked for his opinion as to the cause of the explosion on the Maine. His reply was: "I know the cause of the explosion, but I cannot divulge it."

He was pressed for further information on this point, and he finally replied: "It was the result of an explosion inside the ship, which took place in one of the forward magazines. The fact of the matter is that the discipline and the watch observed on the ship were very lax. This, as an English newspaper the other day declared, is the cause of our American warship generally. These sort of things have occurred on previous occasions on American war vessels."

When Lieutenant Sobrai was spoken to about the possibility of serious trouble over the Maine affair, he said: "I do not think there will be war between the United States and Spain, but if such an unfortunate condition should arise I should, of course, be in a position to be of much aid to my government as a result of the information which has come to my knowledge as naval attaché at the Spanish legation. In the case of hostilities I might, perhaps, command a ship."

PRaise FROM ENGLAND

Fine Conduct of the Maine's Officers Recognized.

London, Feb. 18.—In spite of the cable dispatches which have been received in this city from America giving the various theories concerning the disaster to the Maine, experts have ventured nothing like definite opinions as to the cause of the explosion. They merely offer conjectures reservedly, based on the confused and contradictory telegrams. These conjectures deal mainly with the theory of spontaneous combustion and the action of chemical paint on high explosives. All of them admit that the affair is still wrapped in mystery.

The navy generally warmly praises the conduct of the officers of the Maine which is held to be worthy of the best Anglo-Saxon traditions. Official sympathy has been exceptionally wide, quick and genuine.

The community is unusually impressed by the disaster on account of the interest here in naval affairs and the lurking possibility of a similar explosion on any of the English ironclads. The memory of the Victoria disaster is fresh in the public mind.

TO REPLACE THE MAINE

Washington, Feb. 18.—A bill appropriating \$4,000,000 to provide a battleship to replace the Maine was introduced in the house this afternoon by Mr. Foote, of New York.

THE NEWS THIS MORNING.

Weather indications today: Rain; colder; northerly winds.

- 1-General—Investigating the Maine Horror. Spanish Battleship Viscaya Arrives at New York. 2-General—Senator Mason's Sensational Speech. Progress of the Martin Trial. 3-Local—Flagrant Violations of Election Laws Charged Against Eighteen Ward Officers. One Woman's Views. 4-Editorial. Comment of the Press. 5-Local—Social and Personal. Religious News of the Week. 6-Local—Argument for a New Trial in the Van Horn Murder Case. Institutes of Local Farmers. Home for the Friendless Concert. 7-Local—Gogolin's Death in Y. M. C. A. Doings in Argument Court. 8-Local—West Side and Suburban. 9-Lackawanna County News. 10-Foreign Delusions About Americans. 11-Sunday-School Lesson for Tomorrow. Modern Uses for Compressed Air. 12-Neighboring Court News. Daily Review of Trade. The Markets.

When the Viscaya's officers and men learned the startling news of the disaster to the American battleship Maine in Havana harbor and of the downfall of former Minister de Lome, they broke into a wild uproar of talk. For a couple of minutes all discipline on the great warship seemed to vanish to the winds.

Men rushed below to tell their comrades in the lower decks. Above all the uproar in Spanish rang out the stentorian voice of an American sailor: "Great God, boys, is that true?" Sandy Hook pilot Dan Gillespie was the only American aboard the ship. He had been cruising to the southward for a week or more in the pilot boat Ambrose Snow and was ignorant of the startling developments of the last few days. Early tomorrow morning the Viscaya will come up to the anchorage selected for her in the upper bay.

As soon as the Viscaya drops anchor in the upper bay or in the North river, Lieutenant Dougherty in full uniform and representing Rear Admiral Bunce, commander of the navy yard, New York, will board the cruiser and convey the usual courtesies extended to foreign vessels of war entering an American port, and will also explain what the patrol is there for.

Lieutenant Dougherty has had the fires banked in his boat for tonight, and early in the morning will take her to pier A, North river, for the police escort.

Lieutenant Neville, of the Marine corps, will be in charge of the thirty-six marines who will be quartered on board the Nina.

At night it is intended to keep Viscaya brilliantly illuminated with electric lights, and the watch boats will be also well lighted, so that there can be no possible means of approaching the Viscaya without detection.

Consul General of Spain Balduino has written to Rear Admiral Bunce asking him to appoint the hour and day on which the commander of the Viscaya shall call upon the rear admiral. Senator Balduino, continuing, says: "I take this opportunity to show you, Mr. Admiral, my deep sympathy on the terrible accident which happened to your fine and ill-fated Maine in the port of Havana."