



TWO CENTS.

SCRANTON, PA., THURSDAY MORNING, FEBRUARY 24, 1898.

TWO CENTS.

BELIEF IN FOUL PLAY GAINS NEW STRENGTH

Evidence Is Accumulating That the Maine Was Sent to Her Doom by the Design of the Spanish Subordinate Officials.

COURT OF INQUIRY IN SESSION

Passes a Busy Day Examining Important Witnesses, but None of Its Work Is Made Public.

THE BOILER EXPLOSION THEORY ABANDONED

Two of the Maine's Boilers Were in Use at the Time of the Blow-Up and These Were Located in the Ship's Rear.

THE VIZAYA PROLONGS ITS UNWELCOME VISIT

Preparations for War Continue—The Senate Lets Slip the Rein to Its Eloquence and Senator Allen Is Roundly Rebuked by Senator Morgan—None of the Divers Talks for Publication.

At Key West, Fla., Feb. 23. The Maine has been in commission for years, and never had a serious accident until anchored in this quiet harbor.

In reply to a question put by the correspondent to a high American official as to what the outcome would be if it were proved that the disaster was due to an outside agency, the official in question said: Sir, the American people could not be restrained. I mean war. Still, I doubt whether it would be necessary to fire a shot. Admiral Sigsbee could anchor the Iowa, the Indiana, the Massachusetts and the New York outside Havana harbor to prevent the ingress of the food supplies without which the city could not exist a fortnight. Cuba is a waste of ashes and desolation. Even the hotels and cafes here in Havana live from hand to mouth, on supplies brought from the United States.

If Admiral Sigsbee demanded the surrender of Havana, giving twenty-four hours for the removal of the women and children, surrender would follow. The forts are old structures and could be demolished by a six-pounder. Such new guns as have been mounted are short of ammunition and have never been tried. If General Blanco should decline to surrender, the Spanish merchants here, who represent 80 per cent. of the property and pay 75 per cent. of the taxes of the island, would compel him to accede to Admiral Sigsbee's terms. As for the volunteers, the men are for the most part the employes of these merchants and the volunteers' officers are largely their sons or their junior partners.

It is well to look these things in the face. At the same time it is well for the Americans to restrain themselves until there is some proof of an outside agency of explosion. We can afford to wait a little longer, seeing that we have waited so long. We could not wait after it had once been proved that the Maine disaster was the result of a dastardly plot. Spanish officers from the old country hold to the unaccountable belief that their arms would overcome us in a few weeks, but the Cuban merchants have no such delusions, and they would con-

trol the situation. Hence, I believe that no shot from a big American gun will be necessary.

These sentiments fairly represent those of the best informed Americans here. Any moment, however, may chronicle discoveries of the wreck that would change all this. A member of the court of inquiry who conversed with the correspondent today, strongly deprecated any premature expression or evidence of resentment on the part of the people of the United States until it was proved that the disaster resulted from some other cause than accident, carelessness or the visitation of Providence. Certainly the members of the court of inquiry, cool, experienced and judicial, will not lose their heads. One thing seems certain, if the Maine was blown up by an outside agency, the agent was a mine and not a torpedo, as no torpedo known could have produced such tremendous results.

Consul General Lee, who has received a number of dispatches today inquiring as to the accuracy of the report that he is arranging to go to Key West on the torpedo boat Cushing to meet Senator Proctor, says he has no present intention of doing so.

COURT OF INQUIRY ACTIVE.

Is Busy Examining Witnesses, but Makes No Testimony Public.

Havana, Feb. 23.—The United States court of inquiry into the loss of the Maine met this morning at 10 o'clock, and examined Dr. Honeberger, Paymaster Ray and Chief Engineer Howell, of the battleship. Several witnesses, whose names are not now obtainable, were examined during the afternoon.

Another visit was made to the wreck, by Captain Sampson, president of the court. The captain says he has no idea of the length of time the court will remain in session here. It all depends upon the testimony and how features requiring investigation may develop at any time. Captain Sampson added, that sooner or later, every survivor of the Maine will be examined by the court, which seems to imply that sessions for that purpose will be held at Key West.

Although this information is meagre, it is absolutely all Captain Sampson will give to the press. The correspondent of the Associated Press sees him by appointment twice daily, but there is a rigid rule to observe silence until the facts in the case have developed through the testimony presented.

The Right Arm, of the Merrit and Chapman Derrick and Wrecking company, is moored about 200 yards from the poop of the Maine. The wrecking tug looks powerful enough to move a mountain, but it is reported that she is not supplied, owing to her hurried departure for this port, with all the apparatus she needs for the work which is before her. Captain McGee, the commander of the Right Arm, has reported to Captain Sigsbee, as ordered by the navy department, and will act under Captain Sigsbee's orders, which are not yet formulated, or at least are not made known.

A strong wind today made the harbor rough and added to the difficulties of the divers as the electric lights are worked from a battery on board the lighthouse tender Mangrove, 200 yards distant. Captain Sigsbee is pained by the comments on his conduct while the Maine was afloat, made by some of the papers here, but it is pointed out that she is not of the better class. The captain has been so universally courteous and is apparently so popular with all that it is surprising that any of the papers of Havana should seek to do him injustice.

A large quantity of clothing has been taken from the wreck, and after it has been disinfected it will be given to the reconcentrados. The bodies of the missing officers, Lieutenant Jenkins and Assistant Engineer Merritt, have not been recovered. The divers reached the former's room, but his body was not there.

Thus far the sharks have given no trouble, but the vultures have left scarcely anything but the skeletons of three men who were entangled in debris very near the surface of the water. The bodies were not noticed by any one until the four birds had completed their ghastly work. From the hand of one Chaplain Chadwick removed a deeply chased gold ring for purposes of identification.

Chaplain Chadwick says that the total number of missing is 85 or 86, and five have died in the hospital. Of the missing, many doubtless were blown to atoms, no portions of their bodies being recoverable, and there is much doubt that any considerable number

of those remains which are now being removed will be identified.

NEWS AT NAVY DEPARTMENT.

Reassuring Information Given to the Public at Headquarters.

Washington, Feb. 23.—The arrival of a mail in Washington from Key West this afternoon bringing several private letters from naval officers lately attached to the Maine caused a wave of excitement to run over the departments and the capitol, for there was all sorts of rumors as to the contents of these letters, very few of which rumors in point of fact had any sound basis. The only feature so far that could be discovered of real importance as throwing any light on the cause of the explosion contained in the letters was the statement that the two after boilers in the after boiler space were all of the eight boilers of the Maine that were under steam at the time of the explosion. This fact had a negative value for it disposed at once of the theory that the exploded boiler had caused the wreck. The experts all say that by no possibility could the after boiler explosion have wrecked the fore part of the Maine and left the after part almost unharmed.

Much interest was shown in a despatch received shortly before 3 o'clock from Admiral Sigsbee giving the recommendations of Captain Sampson, of the court of inquiry, as to the raising of the wreck. The view of naval officers was that Captain Sampson and his associates were giving this advice not as a court but as officers in a position to speak as to the best method to be adopted for wrecking the Maine. Various interpretations were put on the expression "forward half completely destroyed." This was regarded as a partial confirmation of the theory that the forward magazine had exploded as that is one of the most important portions of the forward half of the ship. At the same time it was held by some of the naval authorities that the destruction of the forward half of the ship did not necessarily mean that the forward magazine had exploded as this might be still intact although a part of the general wreckage. In the absence of an explicit statement as to the forward magazine there was disposition not to accept implied statements.

Captain Sampson's recommendation that a contract be made with the best equipped wrecking company to remove material and lift the ship without delay was in line with the action already taken in closing contracts with the two largest wrecking concerns in the country by which their combined facilities will be at the service of the government. The contract contains a clause binding the wreckers to use their utmost efforts to expedite the work, and the department feels that everything has been done to carry out the views expressed by Captain Sampson. A clause of the contract itemizes the amounts to be paid for each branch of wrecking work, viz.: Wrecking tug, \$150 per day; wrecking crane, \$200; derrick chief, \$75; barge Lone Star, \$50; wrecking tug Right Arm, \$200; wreck master, \$15; wreckers, \$1.50 each; divers, \$30 each.

DIVERS ARE MUM.

Evidently the president of the court of inquiry is fearful of the effect on the public of ill-judged attempts to account for the destruction of the Maine, for Secretary Long, doubtless having in mind certain publications of this morning, says as follows:

Havana, Feb. 23.—Any reported interview with divers untrue. Every precaution has been taken. Officer always present.

This brief statement disposes of all the allegations that have been made pro and con as to the blowing up of the forward magazine.

The officers here are still thinking of Captain Sigsbee's request of yesterday to be furnished with the plans of the Maine's section through the magazines and coal bunker pockets. The reference to the latter is particularly interesting and leads to a desire to be informed on the exact quantity and quality of the coal supply at the time of the explosion. It is said that these pocket bunkers are rarely emptied, being designed as much for the protection of the ship against the gales as for capacity to hold coal. One expert said that these bunkers in his own experience had not been emptied in months. All of this has to do with the spontaneous combustion theory as the bunkers about on the magazines and might have set off even the main magazine if the latter were exposed to a degree of heat above 600 degrees for some time. The request besides may show that Captain Sigsbee is not yet satisfied as to the cause of the explosion notwithstanding the expressions that have been attributed to him by unauthorized persons.

One of the private letters received here today in speaking of the disaster says it was all over in five minutes. The writer was ashore and heard the noise. He hastily took a boat and started for the Maine arriving there in about twenty minutes. Then all was quiet and smooth, and in, as he said, five minutes after the blast the Maine was in about her present condition.

Some solicitude was expressed at the navy department over the report of Admiral Sigsbee's health. It was said, however, that there was no occasion for relieving him now; that the flag-ship New York is not to leave Key West and even if she should, Captain Sampson or Captain Taylor can assume command of the squadron while the admiral takes the two weeks leave to recuperate from his malarial fever which he was about to enjoy when he voluntarily returned to his place.

TERROR NOT MOVED.

A formal order was made out this afternoon for Lieutenant Commander Wainwright to take station at Havana and look after the government's interests while the work of wrecking the Maine progresses. It was arranged that he shall be subsisted on board one of the wrecking steamers. The big double turreted monitor Terror remains under orders to stay in Hampton Roads until further notice. It is likely that she will be sent to take the place of the Maine in the North Atlantic squadron, if not needed elsewhere immediately. The officials, however, are loath to encumber the battleships and speeder craft with the Terror as there

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EIGHTEEN LIVES LOST BY SHIPWRECK

Terrible Fate of the Crew of the British Ship Asia.

GROUND TO PIECES IN A GALE

Three Men Only Live to Tell the Tale—The Captain's Wife and Daughter Fought Away on Planks and Cannot Be Found—Futile Search for the Victims.

Provincetown, Mass., Feb. 23.—Eighteen lives were lost in the wreck of the British ship Asia, which struck on Great Point, about 10 miles from Nantucket, Monday, and went to pieces. Only three men were rescued.

The Asia left Manila on Sept. 6, 1897, for Boston with a cargo of hemp. After she struck she floated again and was headed north by the wind. The ship struck three times more, and at last the crew were unable to get her off in the fierce storm that prevailed. Tremendous seas swept over the ship, which began to leak and when, at 2 o'clock Monday morning, it became certain that she would soon go to pieces, an attempt was made to launch the boats, but as fast as one was lowered it was smashed to pieces against the vessel until they were all destroyed. Captain Dakin then decided to construct a raft, but before he could accomplish anything he was swept overboard and drowned. First Mate Cook then ordered the crew to prepare to leave the vessel on any pieces of wreckage that they might be able to lash together.

AFLOAT ON RAFTS.

Part of the starboard planking of the deck had been wrenched loose by a tremendous sea. This was torn off and it was found that it would float with several persons on it. Mrs. Dakin and her daughter, in charge of Mate Cook, James Murray, Michael Doyle, Charles Stone and Frank Walker, took place on it and were launched from the ship on a huge billow. William Smith, Joseph Steburg and James Paces, the men who reached Hyannis today, left the vessel soon after on a mass of wreckage which they and the rest of the crew lashed together with ropes, and at the same time the other men under direction of Second Mate Crosby, were prepared to commit themselves to the sea in a similar manner.

The raft bearing the three sailors mentioned the one on which were Mate Cook, Mrs. Dakin, her daughter and the others, and kept it in sight until dark Monday night. At daylight the next morning they had separated. The wreckage to which the three men still clung drifted down towards the Handkerchief Lightly and at 10 o'clock in the forenoon they were recovered by the crew of the vessel. The men were so far gone that they were unable to give either their names or that of their ship.

TO THE RESCUE.

On board the lightspeed prompt remedies were applied and the men revived and were soon able to fall enough to show through what terrible experience they had passed, word having reached Hyannis of the wreck the United States steamer Azalea started this morning to cruise along the sound among the wreckage of the Asia in search of possible survivors on a shelter up the bodies of the victims. She spoke the lightspeed and was told of men on board. She steamed down toward the vessel, and the ship wrecked men were transferred to the Azalea and conveyed to Hyannis.

GOLD SPEEKERS' SUPPLIES BURIED.

An Avalanche Destroys 200 Tons of Goods for Klondike.

Tacoma, Wash., Feb. 23.—Two weeks ago there was an avalanche at the south end of Lake Bennett. An immense mass of snow and ice was deposited on the Klondike trail and 200 tons of supplies were buried many feet. Their owners had stacked them up to-day in the neighborhood of a sheltered spot while they were whipsawing lumber for boat building. So far as learned no one was injured by the avalanche. This news was brought down by John Ohlenschlager, of Buxallup, Wash., who has arrived here from Alaska.

CUT RATE TO THE KLONDIKE.

Officials of the Northern and Great Northern Deny Responsibility.

Portland, Ore., Feb. 23.—Officials of the Northern and the Great Northern railroads express annoyance at the statements telegraphed to the east from the northwest that their roads inaugurated the cut rates for the purpose of obtaining the bulk of the Klondike trade. The Canadian Pacific inaugurated the rate war and the Northern Pacific and the Great Northern officials say their roads were compelled to meet the rates of the Canadian Pacific in order to protect their business.

AN AVALANCHE IN QUEBEC.

Four Lives Are Lost and Two Houses Destroyed.

Quebec, Feb. 23.—Four lives were lost by an avalanche at South Quebec last night, and two houses were destroyed. The houses were built directly under the cliff, opposite the Grand Trunk railway sheds. The disaster occurred suddenly and without a moment's warning. One house was crushed by the weight of the snow from above, while the upper stories of the other were destroyed.

TORPEDO BOAT EQUIPMENTS.

Providence, R. I., Feb. 23.—The Herreshoff company has sent to Key West, under hurry orders, certain extra fittings for the torpedo boats Dupont and Porter. The absence of these parts is causing both of these craft to be out of action.

Help for Destitute Cubans.

Washington, Feb. 23.—The secretary of state has received a check for a thousand dollars for the relief of the destitute people of Cuba from the permanent relief association of Philadelphia, through Mayor Warwick, its chairman.

THE NEWS THIS MORNING.

Weather Indications Today: Fair; Warmer; Southerly Winds.

- 1 General—Maine Court of Inquiry Has a Busy Day. M. Zola Sentenced for Libelling the French Army. British Ship Asia and Eighteen Lives Lost.
2 General—Horrible Scenes of Destruction in Matanzas, Cuba. Deliberations of the State Pardon Board.
3 Local—Bobby Dobbs Knocks Out Pugilist Kane. Cases Listed for Next Common Pleas Term. Jurors for Common Pleas Court.
4 Editorial.
5 New Books and Magazines.
6 Perils Which Beset Modern Warships. Emperor of China Has Troubles of His Own.
7 Local—Democrats Control the School Board.
8 Local—Scranton Survivors of the Maine.
9 Local—Methods Proposed to Avert War with Spain.
10 Local—Scranton Grocers Arrested.
11 Local—West Side, South Side and Suburban.
12 Lackawanna County News.
13 Strong Evidence for the Defense in the Martin Trial.
14 The Markets.

NO WAR, SAYS HANNA.

Maine Disaster an Accident and No Provocation.

Washington, Feb. 23.—Sensational reports having been circulated that Senator Hanna had expressed the belief that a conflict between the United States and Spain was imminent, the attention of the senator was called to them. He emphatically denied them, saying: "I do not believe there is anything in the Maine incident or in our relations to Spain regarding Cuba that will lead to war. I am firmly of the opinion that the explosion of the Maine was due to an accident, and I think that the Naval Court of Inquiry will reach the same conclusion." "And congress will do nothing?" "What is there for congress to do. There is no information except a lot of sensational stories, which I do not base all this talk of war. Even the Secretary of the Navy has no information, and as long as the president and the secretary of the navy and all the rest of the cabinet keep cool and quiet there is no need for the rest of us to get alarmed. No," said Senator Hanna in conclusion, "I honestly and frankly do not see any reason for the excitement that is being created. There will be no war."

NO ORDER TO STATE TROOPS.

Major-Gen. Roe Says the Stories to That Effect Are False.

Albany, Feb. 23.—"I have not issued any orders or directions to the organizations of the State Guard in the division which I command," said Major-General Roe today, referring to statements that he had informed the adjutants of organizations, battalions and companies to have their organizations in readiness for service if the occasion should require it. "Any statement to that effect is false absolutely. I have not even thought of such a step. In the first place, there has been no occasion for any orders; and in the second, they would not be issued to the adjutants of organizations. Orders are issued always to the commanding officers."

BURGLARS USE DYNAMITE.

Sate Blown Open and Explosion Mistaken for Earthquake.

New Brunswick, N. J., Feb. 23.—Burglars during the early morning hours today blew open the safe in the New Brunswick Beef company's office in Patterson street. The explosion was so loud that residents in the neighborhood were awakened by it, and many thought the city had been visited by an earthquake. The police found a stick of dynamite near the safe. Nothing had been stolen.

CUT IN PRICE OF COAL.

War Between Dealers an Unmixed Blessing to Consumers.

Plainfield, N. J., Feb. 23.—The rate war which has been waged between rival coal dealers here became more bitter today, when another reduction in price was made. Several weeks ago the price was fixed at \$5.50 a ton for all grades of coal by all the local dealers. Then one cut the price to \$4.50. Today it was announced that coal would retail for \$3.85 a ton. The whole town is laying in coal.

AT MARE ISLAND NAVY YARD.

Mechanics Recalled to Hasten Repairs to Warships.

Vallejo, Cal., Feb. 23.—There are now at the Mare Island navy yard the Charleston, Yorktown, Philadelphia, Pensacola, Hartford and Adame. A number of mechanics who have been at Port Orchard have returned and will assist in rushing to the completion repairs to the various ships at the yards.

STEAMSHIP MOVEMENTS.

New York, Feb. 23.—Sailed: New York, Southampton; Majestic, Liverpool; Berlin, Antwerp. Southampton—arrived: St. Paul, New York. Antwerp—Sailed: Frieland, New York. Genoa—Arrived: Normanna, New York.

Ballast Point Fortifications.

San Diego, Cal., Feb. 23.—The third 10-inch rifle of the Ballast Point fortifications has arrived and soon will be mounted. A large portion of the members of Battery D, Third artillery, are now at the works preparing to mount the guns and get the battery into working condition at the earliest possible moment.

Marblehead Goes to Key West.

New Orleans, La., Feb. 23.—The United States cruiser Marblehead weighed anchor at 10:15 today, and sailed for Key West, where she will join the North Atlantic squadron at Dry Tortugas. The Marblehead took aboard a small quantity of coal.

Amateur Pigeon Shooting Champion.

New York, Feb. 23.—Thomas D. Hooper won the amateur pigeon shooting championship of America for this year at the Carteret Gun club's grounds near Garden City, L. I., today.

ZOLA MUST GO TO JAIL

Promptly Convicted and Given the Full Limit.

ONE YEAR AND A BIG FINE

Anti-Semitic Fury Leads to Violent Demonstrations.

Eloquent Summing Up of the Defense—The Counsel, M. Laborie—"In This Man," Referring to Zola, "Lies France's Honor"—The Manager of the Paper which Printed the Zola Challenge Also Catches a Sample of French Justice—How the Populace Received the News.

Paris, Feb. 23.—Emile Zola, the eminent novelist, was today convicted and charged in all the counts of the indictment, and was sentenced to one year's imprisonment and to pay a fine of three thousand francs—the maximum penalty. The jury retired at 6:30 p. m. and deliberated a half hour. They declared there were no extenuating circumstances.

M. Zola, on hearing the verdict, cried: "They are cannibals." Frantic bravos greeted the announcement of the sentence, and intense excitement followed. M. Laborie, M. Perreux and some others present embraced M. Zola. The crowd there was extreme tension in court while the jury was out, and the public was on tender hooks until the verdict was rendered. Then the people burst out in tremendous applause.

STREETS CLEARED.

In the meanwhile all the approaches to the palace of justice had been cleared, the police commissary charged with the safety of M. Zola having declared that he could not guarantee the latter's safety until the streets were in thorough control of the police.

Exceptional measures were taken as the public emerged from the Assizes court. Outside the building there was terrific cheering, especially upon the appearance of the officers who have figured in the trial. They were almost carried in triumph as shouts of "Death to the Jews" resounded on all sides. A number of violent fights ensued, and a police secretary was slightly injured. The crowd seemed to be delirious, shrieking cheers for the army and howling down the Jews with fierceness.

ZOLA PROTECTED.

M. Zola emerged from the court at 7:30 p. m., and his appearance was the signal for tumultuous denunciations and insults and shouts of "Down with Zola," "Death to Zola." The crowd made a mad rush after his carriage, but a strong bulwark of police intervened and saved him from the furies of his denouncers.

At the opening of today's session M. Laborie, counsel for Zola, resumed his argument for the defense. He maintained that the bordereau was written by Major Esterhazy and, during the course of his address, declared: "I believe the country will soon realize the gravity of the situation and will revolt and protest against the eternal morality." This is what M. Zola has done." His reference to the unhappiness of the Dreyfus family brought tears to many eyes.

In his peroration M. Laborie said: "Don't allow yourselves to be deceived with the idea that the honor of the army is involved because some of its members have ignored the law. Don't allow yourselves to be troubled or intimidated by rumors of war. Fear nothing for the moral energy of the country still lives. It is with the hearts of honest men that victorious battles are achieved. Give that example of firmness, for you must feel that in this man lies France's honor."

ANOTHER VICTIM.

M. Perreux, the manager of the Aurore, in which paper M. Zola published his charges against the conduct of the Esterhazy court martial, was condemned to four months' imprisonment and to pay 3,000 francs fine. There was a big demonstration outside the court when the audience rushed out announcing the verdict. The crowds about the palace of justice waited for their hats and breeches and cheered for the army. A big anti-Zola demonstration is expected to take place tonight in the city.

ANGLO-FRENCH COMPLICATIONS.

Lord Salisbury on the West African Tariff Negotiations.

London, Feb. 23.—The Marquis of Salisbury, replying today to a deputation from the chambers of commerce regarding the French customs tariffs in West Africa, assured the deputation that the negotiations proceeding were of a perfectly friendly nature, adding that he did not see any reason why they should not be ended amicably.

Maine Appropriation Sign'd.

Washington, Feb. 23.—The president today signed the resolution of congress appropriating \$200,000 for the work necessary for the recovery of the remains of the officers and men and property from the wreck of the Maine.

To Join the Main Fleet.

Washington, Feb. 23.—The Machias has sailed from Punalu, Madeira, for Norfolk, returning from a long tour on the Asiatic station.

The Horn's Weather Forecast.

New York, Feb. 24.—In the middle station and New England, partly cloudy to cloudy weather will prevail, preceded near the coast by fair, with fresh westerly to southerly winds and nearly stationary temperature, followed by snow or rain, generally light or moderate.