

WRECKING OF THE WARSHIP MAINE.

Cause of the Disaster a Mystery.

Though Many Theories Are Advanced.

The Horror Creates Consternation Everywhere.

Steps Taken for a Full Investigation of the Affair.

The Wrecking of the Warship Results in the Death of Two Officers and Three Hundred and Fifty-Six of the Crew.

WASHINGTON, Feb. 16.—After a day of intense excitement at the Navy Department and elsewhere growing out of the destruction of the battleship Maine in Havana harbor last night, the situation to-night, after the exchange of a number of cables from Washington and Havana, can be summed up in the words of Secretary Long, when asked as he was about to depart for the day whether he had reason to suspect that the disaster was the work of an enemy, replied:

"I do not. In that I am influenced by the fact that Captain Sigbee has not yet reported to the Navy Department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about, I do not know. For the present at least no other warship will be sent to Havana."

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds had a sobering effect upon public men of all shades of political opinion.

The fact stands forth, and is little less than remarkable, that not a single resolution was introduced or a single speech made in either house of Congress, save one of condolence with the families of the killed, offered by Mr. Boutelle, and adopted by the House. Public men expressed their opinions with reserve when approached, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed.

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation by a diver.

Secretary Long has taken immediate steps to make this full investigation. Late this afternoon he telegraphed to Admiral Sigsbee at Key West to appoint a Board of Naval Officers to proceed at once to Havana, employ divers and generally to make such inquiries as the regulations of the Navy Department demand shall be made in case of the loss of a ship. It is expected that this work will take some time, and while there are officers who say that in their opinion it will not be possible, owing to the probable disrupted condition of the hull of the ship to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by a simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sank her, whether or not they are bulged out, as would be the case if the explosion came from the inside or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker; the over heating of the ice partitions between the boilers and the magazine, or from the explosion of a boiler, though the last theory finds little support.

The list of survivors that came to the Navy Department this afternoon in answer to telegrams was inaccurate, and made out the loss of life eight more than the summary originally given by Captain Sigbee in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show who were and who were

not wounded of the survivors. It was found necessary to do this, owing to the great number of pitiful appeals for information as to the safety of unfortunates on the Maine that came from all parts of the country.

The naval constructors, in light of the dispatches thus far received, say it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana the new floating dry dock would receive her if she could once be gotten above water.

Captain Sigbee evidently is taking an interest in the future of the ship, for he sent a telegram to Commander Forsyth at Key West, that was promptly transmitted to Secretary Long, suggesting that a lighthouse vessel or some such small craft be stationed in Havana harbor to watch over the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by divers.

It is said at the Navy Department that this disaster is the greatest of the kind in naval history since the sinking of the big British warship Victoria by collision with the Camperdown in the Mediterranean off Malta in June, 1882. By that accident the British Admiral commanding, twenty-two officers and 336 men lost their lives.

The Spanish Legation was early advised of the horror by Captain-General Blanco, who expressed his profound regret, and added that the occurrence was a chance accident, the undoubted cause being an explosion of the boiler of the dynamo. This was the only specific cause assigned from an official source during the day.

M. Dubois, the Spanish Charge d'Affaires, called at the State Department to express his profound regret, and the entire Spanish staff left their cards at the Navy Department as a mark of personal condolence.

All of the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon of France, Sir Julian Pauncefote of the British Embassy and other foreign representatives called on the President or at the State Department to express their regrets.

The disaster is remarkable that only two officers lost their lives, and these were of junior grade. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin E. Merritt. The former was unmarried, but leaves a mother and a sister. The latter it is thought also was unmarried, but the department was unadvised concerning his family.

THE MAINE HORROR.

An Officer of the Battleship Talks of the Occurrence.

HAVANA, Feb. 16.—(On board the Ward line steamer City of Washington.)—One of the officers of the Maine said to-day that at 8 o'clock last night all the magazines on board the battleship Maine were closed and the keys turned over to the Spanish crew. The explosion occurred at 9:40 p. m. The officers then rushed on deck and assisted in lowering a boat and in trying to rescue the men in the water. The Spanish cruiser Alfonso XII, which was anchored close to the Maine, also lowered her boats and saved thirty-seven of the crew of the warship.

The officer said: "I was sitting with two more of the officers in the mess-room when a heavy explosion occurred. It was so heavy that we understood the ship was lost. We went on the upper deck and found she had been badly overboard by an explosion, and she was on fire and sinking. All efforts were directed toward lowering the boats and saving lives. The Maine settled quickly on the bottom of the harbor, only her upper works remaining above water. A number of boats from the Spanish cruiser Alfonso XII, and other boats from the Ward line steamer City of Washington came alongside and rendered assistance. Twenty-four men who were slightly wounded were carried on board the Alfonso XII, from which place they were taken to other hospitals, and after receiving valuable assistance from the naval doctors sent to the military hospital."

This officer said the explosion occurred somewhere in the forward part of the midship section of the battleship. Many of the crew who were below at the time were unable to escape, and those who succeeded in reaching the upper decks saved their lives with great difficulty with the assistance of the officers and men on watch.

At 2 o'clock in the morning, while the correspondent of the Associated Press was going ashore, there was another terrible explosion. At the same time boats from the Spanish steamers Colon and Mexico were towing the men ashore. Up to 2 a. m. fifty-seven men and twenty-four officers had been accounted for. Paymaster Ray said that last Sunday there were 354 men on his list at sea.

Lieutenant Jenkins and Assistant Engineer Merritt are among those not accounted for.

Lieutenant Blandin was on watch at the time of the explosion.

Some of the wreckage of the Maine fell on board the City of Washington, and knocked two holes in the deck. The chaplain of the Maine, Rev. Mr. Chadwick, went on board the Alfonso XII, in order to administer to the injured.

Captain Sigbee informed the correspondent of the Associated Press that he could not make a statement regarding the disaster until after an investigation.

The Spanish naval officer said Captain Sigbee was the last man to abandon the sinking ship, and that he re-

mained alongside the wreck as long as it was possible to rescue.

Soon after the explosion Chief of Police Plazky went on board the Maine with an American correspondent to act as interpreter. Captain Sigbee expressed total ignorance of the cause of the explosion. Shortly afterward Captain Sigbee left the Maine, having done everything possible under the circumstances, and went on board the City of Washington. He refused to grant any interview on the subject of the disaster.

There is no truth in the report that General Lee and Vice-Consul Springer have called at the palace to thank Captain General Blanco for his offer of assistance.

The large number of deaths reported among the crew of the Maine is said to be due to the fact that most of them were asleep below at the time of the explosion. Most of the officers saved were dining on board the City of Washington.

It is reported that the disaster was due to the explosion of the boiler of the dynamo machine.

The Spanish cruiser Alfonso XII was for some time after the explosion in great peril and her mooring tackle was being cut away under the circumstances, and took part in the work of rescue.

Consul General Lee's cable dispatch to the United States State Department, which was filed at 12:30 p. m., was carried to the palace by Vice-Consul Springer and an American courier.

The first of the American sailors to reach the Machina wharf swam there. The navy brigade and the navy physicians were immediately ordered on duty. The following is the list of those who were temporarily cared for at the Machina wharf: Thomas Ambrosio, burned about the arms; Gatrel, slightly wounded on one foot; John Mah, seriously burned about the arms and face; A. Pau, wounded on the head; John Lunday, burned, and four more whose names are not known.

Stretchers for the wounded were sent to the scene by the fire brigade, and the headquarters of the Red Cross Society was called upon to send four stretchers, and men were sent to patrol the scene of the disaster and pick up the dead and wounded.

The smokestacks of the Maine fell at 11:30 a. m.

Three sailors who escaped fell senseless just as they reached a place of safety.

One of the Maine's officers, who is being cared for at the sanitary headquarters, is seriously wounded. He is very young and is said to have been the officer on guard at the time of the disaster. He is said to have asked for a priest.

It was said ashore this afternoon that only ninety-seven of the crew of the Maine had been saved.

Captain Sigbee interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion, said: "I cannot determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Captain-General Blanco's official cable, received at midnight, said: "Half an hour after midnight thirty-six of the crew of the Maine had been carried to the military hospital of San Ambrosio. They were all most seriously wounded. Five others of the crew were taken to the Alfonso XIII Hospital. The remaining thirty-seven of the wounded were treated, and thirty-six were succored on board the City of Washington."

George Cowler, an accountant of the Maine, is among the men seriously wounded.

The crew of the steamer Colon saved two wounded men.

The Maine at the time of the explosion was at anchor about 500 yards from the arsenal and some 200 yards from the floating dock. The explosion broke the street lights near the wharf, and blew down telegraph and telephone wires in the city.

Admiral Manterola and General Solana put off to the Maine soon after the explosion, and offered their services to Captain Sigbee.

Vincent Burkhardt, William McGuinness, J. H. Brown, Alfred Johnson, George Boisenet and Charles Begnan were succored at the San Ambrosio Military Hospital, and James Rouse, Francis Kebet, Daniel Cronin and George Robert received attention at sanitary headquarters.

The first explosion is said to have been caused by over 600 pounds of gun cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

Among the saved on board the City of Washington is a Mr. Dressler (Gustave G. Dressler) of the Maine, who has lost both his eyes.

The passengers of the City of Washington gave up their staterooms to the injured men.

An iron truss from the Maine fell on the pier of the City of Washington, breaking the table of the steamer.

Lieutenant-Commander Wainwright of the Maine was half undressed at 9:45 p. m., and was smoking in his cabin, next to that of Captain Sigbee, it is said, when the explosion occurred and he was hurled into the water. Wainwright fell into a match and set off Captain Sigbee's cabin. The Captain, it appears, had been thrown from his bed, but was uninjured. The both went on deck and gave orders to flood 2,500 pounds of gun cotton which was on board. The order was never returned. Havana, however, was saved from a still more terrible explosion.

Four boats were lowered, all manned by officers, and one of them was lost. Captain Sigbee went in his own launch on board the Spanish cruiser Alfonso XIII, to thank her Captain and officers. He afterwards went on board the City of Washington, where General Lee, Dr. W. T. Brunner, acting sanitary inspector of Havana, and the correspondents of American papers had already gathered.

Lieutenant-Commander Wainwright believes the explosion was due to the short circuiting of the dynamo.

A TERRIBLE EXPLOSION.

It Shook the City of Havana From One End to the Other.

NEW YORK, Feb. 16.—A special to the "Evening Telegram" from Havana concerning the Maine disaster says: "James Rowe, ship's cook, was the least injured of any that were brought off while I was there. I asked him how it happened."

"I don't know," he replied, speaking

with difficulty. "I turned into my hammock at 8 o'clock, and heard three bells strike. I don't remember anything more until I felt myself turning over and over and falling heavily upon the deck through a mass of smoke. I got on my feet and worked my way on the deck. When I got there the superstructure deck was dipping under water, and I jumped overboard to keep from being drawn down in the suction. I was picked up by a boat from the Spanish man-of-war. Four more were picked up by the same boat. They were Daniel Cronin, a landsman; Charles Berryman, boatswain; Albert John, seaman; and Somerset, a landsman."

One poor fellow whose face was injured past all recognition was lying in a cot in the hospital. I asked him his name, and he mumbled back through horribly swollen lips: "My folks would be mighty glad to see you."

I was just about to return now the explosion took place in the magazine used for the storage of gun cotton for the torpedoes. The vessel lies with her bows wholly submerged, and only a part of her stern showing. The explosion, which shook the city, was saved except Jenkins and Merritt, who were killed by the shock. Fire engines rushed madly from one quarter to another, and no one knew for certain from which direction the explosion came.

Consul-General Lee, who was at the Hotel Inglaterra, received a telephone message from General Blanco telling him that the Maine had been blown up. General Lee hastened to the palace, where the Cabinet is now assembling.

Vice-Consul Springer has just assured me that all the officers who were saved are missing. Mr. Springer says at least 300 lives were lost.

Captain Sigbee was on deck when the explosion came. It was in the bow of the vessel. A sentry stationed at the bow was unhurt. He had seen nothing suspicious.

Some of the rescued officers and seamen. One officer, whose name I could not learn, said of the explosion:

"I was in my bunk. When I got on deck fire had started forward. The call for all hands on deck was promptly obeyed, and the men and officers were perfectly cool. All possible efforts were made to check the fire, but without avail. The flames spread rapidly, and several bursts of open and explosives were thrown overboard. In half an hour it was apparent nothing could save the ship."

THE STRUGGLE FOR LIFE.

But Few of Those on Board Had Opportunity to Escape.

NEW YORK, Feb. 16.—A special copyright to the "Evening World" from Havana says the officers of the Maine state that the explosion was in the central magazine, and that the Maine was raised out of the water and then went partially to pieces. The dispatch continues:

"All the officers but the surgeon were in the wardroom at the moment of the explosion. Then came the rushing on deck, but could get no further forward than the middle superstructure on deck. Only a very pitiable few of the 350 jacks ever got from below. The water rushed over them and many were stunned and drowned, but not mangled as they are being shown here. Forty sailors were saved."

"The officers on deck narrowly escaped. In the junior officers' mess hall all had to clamber out in wreckage waist deep. One ladder from the aft torpedo compartment was jammed with all struggling up for life. All agreed that a double explosion occurred from the natural result of an under water explosion of the magazines."

"The dispatch says that the account of the passengers on the Ward line steamer City of Washington, which was being sent to the Maine, is that the foregoing statement. Continuing, the cable says: 'Brass pipe, angle iron, etc. fell in a shower on the decks of the City of Washington, so injuring two boats that, when lowered, they were useless. Out of the dense smoke came anguished cries for help. From the confusion in the cessation of falling fragments, search lights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the Washington alongside at once, but the regular ferry boats passing soon after the explosion, did not stop to offer aid.'"

A special cable to the "Evening World" from Havana says:

"I have just seen twenty-nine sailors of the Maine silently enduring the torture caused by powder-skinned faces and broken bones and mangled flesh. They are being taken care of in the military hospital at San Ambrosio here. The less seriously injured men are on the City of Washington."

"The severely wounded men will have the best of attention also from the men and women of the American colony. Carl A. Christensen, Fred Blomberg, John H. Bloomer, John Bookbinder, Fritz Bell, Daniel G. Boyle, Leon Bonner, Herbert Brinkman, Arthur Brofeldt, Adolph C. Burns, Charles H. Bullock, Edward Burns, Robert Burkhardt, Frederick F. Butler.

Francis D. Cahill, Thomas Caine, Walter Cameron, Herbert M. Carr, William R. D. Canfield, Suke Ching, Carl A. Christensen, Carl Christensen, Thomas C. Cole, Michael Cochran, Thomas M. Cole, William Coleman, W. P. Coleman, Anthony Conroy, William Cargrave, Daniel Cronin, Charles Curran.

Berger Dahlman, George David, Charles Denney, William Donoghue, John Dolan, James Drury, Gustave J. Dressler, Thomas J. Durkin.

George Eder, Charles F. Eiermann, Andrew V. Erickson, John P. Eetts, Carl Evensen.

Charles F. Faddé, Randolph Falk, George D. Fawcett, William J. Fawcett, Trouble Finch, Frank Fishery, Alfred J. Fisher, Michael Flaherty, Lewis M. Fleichman, Michael Flynn, Patrick Flynn, Patrick J. Foley, George Fox, John Fougere, Bartley Fountain, Charles Franke, James F. Furlong.

Patrick Gaffney, William M. Gartzell, Frank G. Gardner, William H. Gorman, John F. Gordon, James A. Graham, Edward P. Graham, Patrick Grady, William A. Greer, Michael Griffin, Henry Gross, Reinhardt Grupp.

Alfred D. Halberg, John Alfred Halberg, William Hamburger, Charles A. Hamilton, John Hamilton, Abrosa Ham, William C. Hamrach, Westmore Harris, Edward Harry (San Francisco), Millard F. Harris, Daniel O'Connell Harley, Thomas J. Harty, Charles Hassel, Charles Hauck, Howard B. Hawkins, John Heffron, Robert R. Henkens, John Herbert, Benjamin H. Heriman, Alfred B. Hernes, Frederick C. Hoizer, Gustav Holm, Alfred

Brunswick, N. J.; Charles A. Smith, Jeremiah Shea, Alfred Hens, Norway; J. H. Bloomer, Portland, Me.; A. F. Johnson, Sweden; Edward Mattson, Sweden; George Fox, Grand Rapids, Mich.; B. R. Wilbur, Ericsson, Sweden; John E. White, Brooklyn; John Heffron, Brooklyn; Fred C. Holzer, New York; William Matteson, Bay City, Mich.; H. Judson, St. Louis; W. Allen, Brooklyn.

AWFUL LOSS OF LIFE.

Number of Lost and Missing Reported by Capt. Sigbee 258.

WASHINGTON, Feb. 16.—The Navy Department was the scene of intense excitement before 9 o'clock this morning, but the officials had no news to add to that given in the latest Associated Press dispatches. The news received this morning came from Key West, and added little to the sum of information. Commandant Forsyth at Key West wired the Navy Department that he had been notified by Captain Sigbee that the lighthouse tender Admiral Sigsbee, in command of the North Atlantic squadron, that the Maine had been blown up and was destroyed. He requested that a lighthouse tender be sent over to Havana, and added that many were killed and wounded.

Commandant Forsyth's message further stated that the lighthouse tender Mangrove left Key West at 3 o'clock this morning for Havana and the tug boat Fern would promptly follow her. A second dispatch from Commandant Forsyth said he had sent the torpedo boat Ericsson, which was at Key West, to Admiral Sigsbee, who is at Dry Tortugas, with a message concerning the disaster to the Maine.

Captain Sigbee's message was to Commandant Forsyth of the naval station there, and reads:

"Havana, February 16.—Advise sending the Sigsbee to the lighthouse. Sigsbee is submerged, except the debris. Most work for divers. Jenkins and Merritt are still missing, and there is but little hope for their safety. Those known to have been saved are the officers and twenty-four uninjured of the crew. Eighteen wounded men are now on board the Sigsbee. A magazine in the city hospital and at the Massotte Hotel, fifty-nine so far as known. All the others went down on board or near the Maine. The total lost or missing is 258. With several exceptions, no officer or man has more than part of a suit burst open, and that is wet with harbor water. The ward line steamer leaves for Mexico (Vera Cruz) at 2 o'clock this afternoon. The officers saved are uninjured. The damage was in the compartments of the crew. Am preparing to telegraph the list of saved and wounded."

"Olivette leaves for Key West at 1 p. m. Will send her to Key West officers saved, except myself, Wainwright, Holman, Heneberger, Ray and Holden. Will turn over three uninjured boats to Captain of Port, with request for safekeeping. Will send all wounded men to hospital in Havana."

"SIGSBEE."

OFFICERS AND MEN OF THE MAINE.

WASHINGTON, Feb. 16.—The following is a list of officers of the Maine, with their addresses as far as obtainable at the Navy Department:

Captain Charles D. Sigbee, Washington.

Lieutenant-Commander Richard Wainwright, Washington.

Lieutenant G. F. Holman, California.

Lieutenant John Hood, Florence, Ala.

Lieutenant Carl W. Jung, New York City.

Lieutenants Junior Grade—G. P. Blow, La Salle, Ill.; John J. Blanding, Greenwood, Md.; F. W. Jenkins, Allegheny City, Pa.

Naval Cadets—W. T. Cluverius, Jr., Louisiana; A. W. Johnson, Nebraska; D. F. Boyd, Jr., Alabama.

Surgeon, L. C. Heneberger, Harrisonburg, Va.

Paymaster, C. M. Ray, Washington.

Chief Engineer, C. H. Howell, Goshen, N. Y.

Passed Assistant Engineer, F. C. Bowers, Brooklyn, N. Y.

Assistant Engineers—G. R. Morris, Oregon, Mo.; Darwin Merritt, Red Oak, La.

Engineer Cadets—Pope Washington, North Carolina; Arthur Crenshaw, Alabama; J. P. Chadwick, New York City.

First Lieutenant of Marines, Albert W. Cattlin, Minnesota.

The Navy Department this afternoon compiled and gave out a full list of the crew of the Maine. It is as follows:

John T. Adams, John F. Aiken, James W. Allen, John Anderson, Oscar Anderson, Halvor A. Anderson, Charles Anderson, Gustav A. Anderson, John Anderson, Axel C. Anderson, Frank Anderson, Abraham Andfinsen, Bernard Anderson, Harry Auchenbach, First Assistant Engineer, William M. Gartzell.

Lewis L. Barry, John P. Barry, Henry S. Baum, Jacob Becker, John P. Bell, Charles Bergman, Fred Blomberg, John H. Bloomer, John Bookbinder, Fritz Bell, Daniel G. Boyle, Leon Bonner, Herbert Brinkman, Arthur Brofeldt, Adolph C. Burns, Charles H. Bullock, Edward Burns, Robert Burkhardt, Frederick F. Butler.

Francis D. Cahill, Thomas Caine, Walter Cameron, Herbert M. Carr, William R. D. Canfield, Suke Ching, Carl A. Christensen, Carl Christensen, Thomas C. Cole, Michael Cochran, Thomas M. Cole, William Coleman, W. P. Coleman, Anthony Conroy, William Cargrave, Daniel Cronin, Charles Curran.

Berger Dahlman, George David, Charles Denney, William Donoghue, John Dolan, James Drury, Gustave J. Dressler, Thomas J. Durkin.

George Eder, Charles F. Eiermann, Andrew V. Erickson, John P. Eetts, Carl Evensen.

Charles F. Faddé, Randolph Falk, George D. Fawcett, William J. Fawcett, Trouble Finch, Frank Fishery, Alfred J. Fisher, Michael Flaherty, Lewis M. Fleichman, Michael Flynn, Patrick Flynn, Patrick J. Foley, George Fox, John Fougere, Bartley Fountain, Charles Franke, James F. Furlong.

Patrick Gaffney, William M. Gartzell, Frank G. Gardner, William H. Gorman, John F. Gordon, James A. Graham, Edward P. Graham, Patrick Grady, William A. Greer, Michael Griffin, Henry Gross, Reinhardt Grupp.

Alfred D. Halberg, John Alfred Halberg, William Hamburger, Charles A. Hamilton, John Hamilton, Abrosa Ham, William C. Hamrach, Westmore Harris, Edward Harry (San Francisco), Millard F. Harris, Daniel O'Connell Harley, Thomas J. Harty, Charles Hassel, Charles Hauck, Howard B. Hawkins, John Heffron, Robert R. Henkens, John Herbert, Benjamin H. Heriman, Alfred B. Hernes, Frederick C. Hoizer, Gustav Holm, Alfred

J. Holland, William J. Horn, William J. Hough, Patrick Hughes, Robert Hutchings.

Otogira Ishida.

Charles Johnson, John W. Johnson, Peter Johnson, Alfred Johnson, George Johnson, Peter C. Johnson, Thomas J. Jones, Harry Jectson (San Francisco), Carlton Jenks, Fred Jarnee, Charles F. Just.

Jos. H. Kane, Michael Kane, John A. Kay, John Kelly, Hugh Kelly, Alexander Kesskull, Harry J. Keyes, Fritz Kihlstrom, Frederick E. Kinsey, Thos. F. Kinseila, Yukishii Kilogata, Frederick H. Kneisse, George W. Koebler, Charles Kranz, Hugo Kruse, Katsuburo Kushida.

Charles Laird, William Lambert, Michael Lanahan, Luther Lancaster, George Lapiere, Peder Larsen, Martin D. Larsen, Edward Lawler, James W. League, Wm. Lee, Daniel Leene, Sam'l Lewis, Gustav Leopold, John B. Lewis, Daniel Lewis, George Lieber, John B. Load, Charles A. Lochman, George Lorengren, James W. Louden, Clarence E. Lowell, William Lund, John T. Lydon, Matthew Lynch, Bernard Lynch.

Thomas Mack, Michael Malone, John E. Marshall, Benjamin L. Marsden, Johann Martenson, James J. Mason, Edward Matsen, Wm. Mattisen, Carl Mathiasen, John Matsa, Elmer M. Meistrub, Thomas Melville, John Merz, Eiden H. Mero, Peter Mikkelsen, George Miller, Wm. S. Miller, George Mobies, Edward H. Moore, Wm. Montfort, Louis Morenne, Gerhard C. Moss, John H. Moss, Goble T. Moss, Goble T. Mudd, Cornelius Murphy, Harry McCann (Vallejo), Hugo McGonnigle, John J. McManus, Wm. McNair, Francis J. McNire.

Tom-kim Nagamine, S. P. H. Nielsen, John C. Nielsen, Charles M. Nolan, William Noble.

Mas Oha, Gustav C. Ordling, James O'Connor, Thomas J. O'Hagan, Patrick O'Neill, Henry H. O'Regan.

Frederick Paige, John Palmgren, John H. Panck, Robert Perry, Francis C. Phillips, Charles F. Picher, James Pinkney, John Porter, John Powers, Daniel Price.

Thomas Quigley, Charles P. Quinn.

Arthur Raven, Martin Redon, Joseph Reddy, John W. Riley, Walter E. Richards, William A. Rieger, Newell Rising, William Robinson, Peter Ross, James Rowe, Frank Ruseh, William Russworth.

Clarence E. Safford, Michael E. Salmin, George Schwartz, August Schroeder, Charles A. Scott, Joseph Scully, John S. Sery, Walter S. Sellers, Jeremiah Shea, Patrick J. Shea, Thomas Shea, John J. Shea, Owen Sheridan, John H. Shillington, Alfred Simmons, Carl Smith, Nicholas J. Smith, Nicholas Stevenson, Isa Sugisaki, Frank Sutton, Kasholara Susuki.

Frank C. Talbot, Harry Teakle, Daniel J. Tolan, William H. Thomas, George Thompson, Frank Tignor, William H. Tinsman, Constantine Todorosco, Daniel G. Toppin, Thomas Troy, Martin Tuohy, John H. Turpin.

Joseph F. Walsh, John Wallace, John Warren, John J. Waters, Martin V. Webster, Schuyler O. White, John E. White, George M. Whitten, Robert White, John E. Wickstrom, James Williams, Henry Williams, Albert Wilson, Robert Wilson, Frederick Wagner, Alonzo Willis, Benjamin R. Wilbur, George W. Wilbur, John H. Ziegler.

The detachment of United States Marines assigned to the battleship Maine, according to the muster roll of January, comprised: First Lieutenant A. W. Cattlin, First Sergeant Henry Wagner, Sergeants Michael Meehan and J. W. Brown, Corporals J. R. Burns, Joseph Schuchert, J. H. White, John E. Tompkinson, Drummer J. H. Dierking, Fifer C. H. Newton, Privates William Anthony, John Bennett, V. H. Betting, George B. Rosman, John Coffey, M. C. Downing, C. P. Galpin, C. V. German, C. E. Johnson, Wm. J. Jordan, E. T. Reardon, Frank J. M. Lamlette, Paul Loftus, P. A. Lesko, Joseph Lutz, John McDermott, William McDevitt, William McGuinness, Ed McKay, J. P. Lonshan, T. J. Newman, J. H. Roberts, H. E. Stock, James Strangman, E. R. Suman, E. G. Firman, Van Horn, R. A. W. Warren and R. E. Willis.

THOSE WHO WERE SAVED.

This afternoon Secretary Long sent the following dispatch to Commandant Forsyth at Key West:

"Admiral Sigsbee ordered to come to Key West with ship and crew. Use out clothing necessary. If Sigsbee is not at Key West before the Olivette, you are authorized to purchase the necessary articles and give out."

Captain Sigbee has reported, in answer to a cable message of inquiry, that the following officers and men were saved from the Maine: Captain C. D. Sigbee, Lieutenant-Commander R. Wainwright, Lieutenant G. F. Holman, Lieutenant J. Hood, Lieutenant C. Jung, Lieutenant C. P. Blow, Surgeon S. J. Heneberger, Paymaster C. M. Ray, Chief Engineer C. P. Howell, Lieutenant J. P. Chadwick, Chaplain J. P. Chadwick, Passed Assistant Engineer F. C. Bowers, Lieutenant of Marines A. W. Cattlin, Assistant Engineer J. R. Morris, Naval Cadet J. H. Holden, Naval Cadet W. T. Cluverius, W. E. Johnson, F. Washington, A. Herbert, McDevitt, Foley, H. E. Larkin, Gunner J. Hill, Carpenter J. Helm, Paymaster Clerk D. McCarthy.

Men—Redon, Larson, Callberg, Bullon, Melville, Willis, Galpin, Kushida, Noppin, Turpin, Harris, Lutz, Jergerson, Holland, Herbert, McDevitt, Foley, Hutchins, Schwartz, Richards, Teackle, Flynn, Dressler, David, Michaelson, Sohman, Fox, Wilbur, Walters, Anderson, Christianson, Koehler, Ericsson, Mack, Williams, J. White, Pauls, Coffey, J. W. Allen, Roe, D. Cronin, P. Cahill, J. Kane, Jerome, C. A. Smith, G. Shea, Hennes, J. Heiron, Bloomer, John Horn, Bergen, Mattison, A. Johnson, Pitcher, Holster, Loftus, McDennis, W. Matiason, Furness, Good, Darbins, Rau, McNair, Gabriel, M. Halock, Senses, A. Knez, Benjamin, J. Kay.

TWO MISSING OFFICERS.

WASHINGTON, Feb. 16.—The two officers of the Maine unaccounted for and who, it is feared, are dead, are Lieutenant (Junior Grade