New-York Tribune.

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TERRIFIC BLOW TO NAVY.

EFFECT OF LOSING THE MAINE

OFFICIALS IN WASHINGTON ALMOST STUNNED BY THE CATASTROPHE.

RUMORS OF FOUL PLAY NOT CREDITED.

THE PRESIDENT AND MEMBERS OF THE CABINET REGARD THE DISASTER AS DUE TO SOME MYSTERIOUS ACCIDENT—THIS COUNTRY'S NAVAL STRENGTH NOW INFERIOR TO THAT OF SPAIN—PROMPT MEASURES TAKEN FOR RELIEF OF THE INJURED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Feb. 16.—The loss of the battle-ship Maine last night in Havana Harbor, with over two hundred and fifty of her officers and crew, came like a stunning blow to the Administration and to all branches of the National Government. So startling a disaster has not befallen the Navy in many years, and the records of the Department since its creation may, perhaps, be searched in vain for a catastrophe more serious and more deplorable. Even the loss of the Trenton and the Vandalia at Apia some ten years ago—one of the most notable disasters which have overtaken the United States Navy in recent times—dwarfs in significance when compared with the Maine's sudden and unexplained destruction in Cuban waters last night.

In the Samoan wreck the Navy lost two comparatively unimportant vessels of the superseded wooden type. The blowing up of the Maine, on the other hand, gravely cripples this country's naval efficiency by depriving it at a critical juncture in naval development of one of its most serviceable and formidable modern battle-ships. The Samoan disaster, moreover, saddening as it was, clouded in no way this country's external relations or affected its vital political interests. The sinking of the Maine in a Spanish harbor under circumstances of the most mysterious and puzzling nature has, on the contrary, in addition to its intrinsic horrors, had the effect of inevitably aggravating the tension which for the last two years has marked the intercourse between Spain and the United States. For though the calamity of Tuesday night may be set down and is generally set down here to some unaccountable accident, the unfortunate element of uncertainty and mystery remains, and it is not surprising that in many minds the catastrophe in Havana Harbor has already given rise to vague suspicions of foul play and treachery, which an uncontrollable sensationalism will doubtless do its utmost to nourish and inflame.

THE ADMINISTRATION'S VIEW.

The Administration cannot bring itself, of course, to look at the loss of the Maine as anything but a most deplorable and inexplicable accident. The President himself is convinced, from the information which has so far reached Washington, that no ground exists for suspecting a deliberate plot of any sort for the destruction of the American warship. And while at both ends of the Capitol to-day much talk was heard of the improbability of any other theory than that of treachery within the battle-ship's crew, it is the opinion of the most conservative public men in all branches of the Government that fuller inquiry will show that Tuesday night's disaster sprang from wholly natural and accidental causes.

That the ship's magazine, which contained several thousand pounds of powder and enough gun-cotton to blow to pieces any battle-ship afloat, was fired as a result of some strange mishap on board seems now the explanation most generally accepted by those who put aside all belief in the theory of treachery among the crew or of secret attacks from without. That a torpedo exploded from the outside caused the catastrophe is credited by none of the expert authorities here on the means and methods of naval warfare; for the destruction wrought is considered too great to have been caused by an ordinary torpedo, nor is it thought that the Maine's magazines would have been reached at all by that method of attack. Until more definite details are received from Captain Sigsbee and other official sources in Havana the experts here prefer, as a rule, to confine their explanations of the explosion to simple generalities.

MR. LONG WILL NOT DISCUSS THE CAUSE.

Secretary Long said this afternoon that he could not attempt to discuss the probable causes of the accident, for with the present information in his possession it would have to be mere speculation, and until Captain Sigsbee, in whom the Department has the fullest confidence, and who is in a better position than any one else to form an opinion, had an opportunity to give his opinion, it was deemed better to follow his example of silence on the subject. The public, however, could depend, he said, that no effort would be spared to determine most thoroughly all the circumstances attending the disaster. Admiral Sicard had already been instructed to institute an inquiry. Divers would be employed to examine the ship, and arrangements were already made to send a wrecking vessel to the scene. Captain Sigsbee's first thought had apparently been to succor the injured and relieve the anxiety of the relatives at home of those who had been saved. Now that this had been accomplished he would doubtless secure an opportunity to make a full report.

THEORIES OF NAVAL OFFICERS.

Secretary Long, after his consultations with most of the naval officers of prominence stationed in Washington, expressed the conviction that the disaster was due to an accident, and that the forward magazine of the battle-ship had evidently exploded. Captain O'Neill, the Chief of Ordnance, fully coincided in this view, but declined to give what appeared to him a plausible hypothesis for the explosion of the magazine except from cause outside of that carefully guarded and protected chamber. Other naval bureau chiefs, none of whom seriously considers that anything external to the ship itself could possibly have contributed to the catastrophe, are confident that the tons of high explosives in the magazine were detonated by an accident in some neighboring compartment.

In the forward part of the ship there is a storeroom for paints and varnish. Spontaneous combustion in this chamber had its most favorable conditions, and the effect of such an explosion among this highly inflammable material could easily be communicated through the thin half-inch steel walls of the magazine. Less than thirty feet away from the magazine is the forward boiler space. At least one of the boilers must have been in use driving the dynamos for the electric lighting of the ship. The dynamo-room is directly over the magazine, only a floor separating them. It is suggested that the boiler supplying steam to the dynamo exploded, breaking down the bulkheads, and scattered its fires into the magazine. The theory of a boiler explosion as the primary cause of the disaster is a favorite one among officers, especially among the engineers, who are aware of the comparative frequency of such occurrences and of their often widespread effects.

It appears to be practically the concensus of the highest naval expert opinion that, whatever the immediate and more remote causes of the Maine's destruction, the deplorable occurrence will become historical as a mysterious accident, in which blame can never be positively attached to any one; that conservative, cautious persons will always look upon it in the nature of an interposition of Providence, and that there will be always adherents to radical theories regarding it.

NO DOUBT THE MAGAZINE EXPLODED.

There is no difference of opinion among officers as to the explosion of the magazine, for it is inconceivable that such tremendous damage could have been accomplished through any other agency. It is almost incredible that the Maine left Key West three weeks ago with a quarter of a million pounds of explosives aboard, enough, if properly distributed, to destroy nearly every building in New-York City. An insignificant portion of this was used in salutes at Havana, at least one-half of it exploded last night, and it is marvellous that the other half did not explode.

CONTENTS OF THE MAGAZINE.

Captain O'Neill to-day furnished to Secretary Long the following memorandum of the Maine's ammunition stores:

"The Maine has a magazine aft on the port side, with the shellroom on the opposite side, coal bunkers surrounding both. This after-magazine contained about 5,000 pounds of brown powder. Abaft it, and on the midship line, was the fixed ammunition-room, containing one and six pounder ammunition loaded with black powder—about 3,500 pounds in all. Forward was another powder magazine containing about 50,000 pounds of brown powder on the starboard side, with the shellroom on the port side, both surrounded by coal-bunkers. Just forward of this magazine was a fixed ammunition-room, containing one and six pounder ammunition, loaded with black powder—about 8,500 pounds. Forward of this and amidships was the torpedo-room, containing eight warheads loaded with wet gun-cotton—about 800 pounds in all. On each side of the fixed ammunition-room and the gun-cotton room are storerooms separating them from the skin plating. In addition to the foregoing, the Maine had about 7,500 pounds of black powder for saluting and other purposes, which was presumably divided between the two magazines. She also had a certain quantity of small-arm ammunition, loaded with smokeless powder, probably divided between her fixed ammunition-rooms. She had also a number of dry primers, amounting in all to about thirty-two pounds of gun-cotton, presumably stored on the upper deck aft. Her shell was loaded with ordinary black powder."

To the eight hundred pounds of wet gun-cotton in the warheads of the torpedoes, the fifty thousand pounds of brown powder, mostly in hermetically sealed cans, and the eighty-five hundred pounds of black powder in small cartridges, suddenly detonated, the almost instantaneous annihilation of the forward part of the ship is attributed.

OCCURRED SOON AFTER INSPECTION.

A feature of the occurrence which heightens the mystification of the naval experts is the fact that the explosion occurred within less than two hours after the daily inspection of the ship. At 8 o'clock at night every ship in the Navy is thoroughly inspected from stem to stern and from top to keel. Passageways and compartments that are locked during the day are examined at this time, and it is only after this precaution that men turn in for the night. The Maine was undoubtedly found in perfect condition at 8 o'clock last night, for otherwise her officers would not have gathered aft. No change of temperature or premonition of danger could have been detected, and yet the inference is irresistible that any conceivable internal causes that led to the disaster must have been operating at this time. Once a day, in the forenoon, the magazines are opened and a warrant officer takes their temperature accurately with a thermometer. If excessive warmth is disclosed, cold air is admitted freely and a closer examination is made. These are precautions which could not have been omitted on the Maine, with the careful officers known to be responsible for such details of discipline on that vessel.

NEED OF MORE WARSHIPS EMPHASIZED

It is evident to every one in the Navy that the loss of the Maine will emphasize the present comparative "unpreparedness" of the United States for war with even a second-class Power, unless at great National sacrifices at the outset of hostilities and until a more formidable Navy can be built. One and a half years ago the United States had seven armor-clads to Spain's three. To-day Spain has seven and the United States has six. During that year and a half, in Presidential messages more than once and in Congress a hundred times, Spain has been warned that this country must intervene in Cuba if the war there is prolonged. When these threats began Spain had in commission the Almirante Oquendo, the Vizcaya and the Infanta Maria Teresa. Since that time Spain has hurried to completion the Pelayo, the Carlos V, the Princesa d'Asturias and the Cristobal Colon, as well as making great progress in rebuilding the Numancia, which is now nearly ready for sea. This does not take into account the options the Spanish are believed to have on other finished or nearly finished armor-clads. During the same Congress at its last session and at the present has refused to appropriate a cent for battle-ships or armor asked for by the Department which is presumed to have a most carefully studied policy. The Senate has shown a disposition to recognize the merits of the case, but the House has blocked action in the face of every appeal.

SPAIN AHEAD IN NAVAL STRENGTH.

One month ago, in point of effective offensive naval merits, Spain by her energetic response to the warnings of the preceding Administration and the attitude of the United States for a year past, had placed herself on equal terms with the United States. To-day she is one ahead unless the monitors are counted. While we have five on the stocks, for which no armor has been made and which could not be completed in over a year, Spain is believed to be prepared to secure a half dozen within a month's notice. The United States, however, has three better than any the Spanish own or have in prospect, and the American personnel is much superior. The Iowa, the Massachusetts and the Indiana in a fair fight could whip anything possessed by Spain, but numbers tell, and at this moment Congress is refusing authority for a single additional battle-ship and haggling over one dry-dock, while many of its members are making speeches which drive the probable enemies of this country to increased preparations for a conflict which they are warned is inevitable.

Ex-Secretary Tracy pointed out the other day that had his recommendations been adopted the United States would now have sufficient battle-ships in the Atlantic and Pacific practically rendering it impossible for either Japan or Spain, or even Germany, to think of going to war with this country. One of the pieces of folly to which attention is called is the agitation against paying over $300 for armor-plate when American firms were running their plants night and day supplying Russia at $500 a ton. This is happening to-day, and it is regarded as accentuating the absurdity of cheeseparing about

Continued on second page.

SYMPATHY IN MADRID.

OFFICIAL CONDOLENCE BECAUSE OF THE MAINE DISASTER.

THE AUTHORITIES IN CUBA INSTRUCTED TO DO THEIR UTMOST TO RELIEVE THE DISTRESS OF THE AMERICANS.

Madrid, Feb. 16.—The United States Minister, General Stewart L. Woodford, did not receive news of the loss of the Maine from Washington. His first intimation of the calamity came from the Spanish Rear Admiral, who called at the United States Legation to express, in behalf of the Spanish Government, regret for the disaster which had befallen the American warship. The details then reached General Woodford in the dispatches of the Associated Press.

The "Imparcial" published an extra edition, saying that the news has produced a deep impression in Madrid.

The Premier, Señor Sagasta, personally informed the Queen Regent of the loss of the Maine immediately after he received news of the disaster.

The following semi-official note has been issued:

The news of the disaster of the Maine has caused a painful impression in Madrid. It was at first feared that there had been some act of imprudence to which the catastrophe was attributable. Afterward, as the details arrived, the fears dispelled took the form of feelings of sympathy and sorrow for the misfortune which has occurred.

The Captain-General, the Commandant of the Arsenal, the sailors of the cruiser Alfonso XII, the crews of the merchant vessels and all available forces hastened to succor the injured.

The Government has expressed to Minister Woodford the regret it feels at the catastrophe, more especially as it occurred in waters within Spanish jurisdiction.

An Admiral in full uniform, in the name of the Minister of Marine, and the entire Spanish Cabinet, called on General Woodford to-day and informed him that the Government had telegraphed to the authorities in Cuba to do their utmost to relieve the distress of the injured and to furnish the officers and crew of the Maine with everything which they may need.

The Captain-General of Cuba, General Blanco, has cabled the authorities here, and has sent a similar message to Washington, saying that the disaster to the Maine was indisputably due to an accident.

The first news received here direct from Havana said the explosion on the Maine was caused by a fire, and that the warship, enveloped in flames, afterward sank.

The "Epoca" says: "Whatever the relations between Spain and the United States, Christian feelings and humanity compel us to regret the catastrophe. The spectacle of so many lives suddenly launched into eternity inspires compassion."

The "Heraldo" remarks: "Although the Americans try to represent us as a people devoid of virtues, we must face this horrible misfortune sincerely and express feelings of compassion." The "Heraldo" adds: "In the face of provocative Americans we shall always remain a proud people; but in the face of men in misfortune, of whatever nationality, our hearts are always full of pity."

All the members of the Cabinet and of the Diplomatic Corps left cards at the American Legation to-day.

"El Dia" expresses sorrow for the disaster, which it describes as a "very painful occurrence for Spain."

"El Correo Español" urges the Government to issue orders prohibiting the Vizcaya from visiting New-York.

HORROR AT THE SPANISH LEGATION.

MANY EXPRESSIONS OF REGRET AND CONDOLENCE—A MESSAGE FROM GENERAL BLANCO.

Washington, Feb. 16.—The news of the Maine disaster was learned at the Spanish Legation with horror, and was the occasion for many expressions of the most profound regret and condolence. Early in the day Señor Du Bosc, the Spanish Chargé d'Affaires, received a message from Captain-General Blanco, which had been filed at Havana at 2 o'clock this morning. It read as follows:

"With profound regret I have to inform you that the American ship Maine in this harbor blew up by an undoubtedly chance accident, believed to result from an explosion of the boiler of the dynamo. Immediately following the accident all the disposable elements of the capital hastened to the spot to extend every aid possible. These included the force of the marine fire brigade and all the generals in Havana, among them my chief of staff. There have been deaths and wounded. I have sent an aide-de-camp to offer every assistance to the American Consul that he may wish for. I will forward further details as they become available. BLANCO."

Señor Du Bosc expressed the most profound regret at the occurrence to the Associated Press reporter, to whom he gave a copy of the foregoing dispatch from General Blanco. He said:

"Of course, I look upon the horror as due in every respect and solely and simply to an accident. That is the clear and unequivocal statement of the authorities at Havana, and all the evidence thus far available goes to sustain it."

Asked if the disaster possibly could have any adverse effect on the relations between Spain and the United States, he responded with a decided negative, and the statement that the affair was wholly an accident.

Señor Du Bosc hastened to the State Department soon after receiving the Blanco dispatch for the purpose of expressing his deep condolence to the authorities and of communicating the Captain-General's dispatch to Secretary Sherman and Mr. Day, the Assistant Secretary. To both of them he expressed personally and officially the most profound regret.

A Spanish official of long residence at Havana said that the hour of the accident was the one when excitement at Havana was at its height. Up to midnight the theatres, cafés and clubs are crowded, and strangers find their greatest interest in seeing the city at that time. For this reason, he said, it was the time when naval officers usually secured their shore leave, the leave running from 8 to 12 o'clock. This, he thought, would account for the absence of some of the officers from the Maine, and the consequent small death list among the officers. At the same time, the leave to the sailors was usually curtailed between 8 and 12, for the reason that the hours of excitement at Havana were those in which it was desired the seamen should not participate.

The members of the Spanish Legation called at the Navy Department in the afternoon and left their cards as an expression of their personal condolences. The only cable dispatch from Havana came from General Blanco, and was a request for information from this end.

The Spanish naval attaché, Señor Sobral, who is in New-York, sent a telegram to the Secretary of the Navy expressing his profound regret at the news of the loss of so many naval companions.

THE SOUTHWESTERN LIMITED.

A fast limited train to St. Louis and Cincinnati without an excess fare, via New-York Central, Lake Shore and Big Four route. Most comfortable train; leaves Grand Central Station—centre of hotel district—every day at 1 p. m.—Advt.

DESTRUCTION OF THE MAINE.

TWO HUNDRED AND FIFTY-EIGHT GALLANT MEN LOST WITH THE BATTLE-SHIP.

CAUSE OF THE EXPLOSION STILL A MYSTERY.

ONLY NINETY-SIX MEN AND OFFICERS SAVED—CAPTAIN SIGSBEE DECLINES TO TALK OF THE ORIGIN OF THE CALAMITY PRIOR TO THE OFFICIAL INVESTIGATION—FURTHER DETAILS OF A NIGHT OF TERROR IN HAVANA HARBOR—RELIEF MEASURES TAKEN BY THE GOVERNMENT.

The destruction of the battle-ship Maine by an explosion in Havana Harbor on Tuesday night proves to be the worst disaster in the naval history of the United States. The splendid warship was destroyed, and latest reports put the loss of life at 258.

The cause of the explosion remains a mystery, although naval officers generally believe that in some unexplained way one of the ship's magazines exploded. President McKinley and the members of the Cabinet repudiate the theory that the disaster was due to treachery or foul play of any description.

Lieutenant-Commander Wainwright, executive officer of the Maine, believes the disaster was due to the short-circuiting of a dynamo.

The news caused a tremendous sensation throughout the country. In Washington the loss of the battle-ship is regarded as inflicting an almost crippling blow on the naval efficiency of the United States.

Prompt and energetic measures were taken by Secretary Long to send relief to the wounded. A telegram of condolence was sent by President McKinley to Captain Sigsbee.

The news of the disaster was received first with incredulity and next with horror by the North Atlantic fleet assembled at Dry Tortugas. Admiral Sicard, with the flagship New-York, proceeded to Key West at once to furnish necessary relief to the survivors, who were expected to reach that city last night by the steamer Olivette, from Havana.

Expressions of regret and sympathy were officially made in Madrid and London to the United States representatives.

Havana, Feb. 16.—Out of 354, the total number of the crew of the Maine, 96 were saved from the appalling disaster which overtook the splendid battle-ship last night as she lay at anchor in this harbor.

Captain Sigsbee, speaking this evening to the correspondent of the Associated Press, with reference to the cause of the explosion, said:

"I cannot yet 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."

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

One report is that the disaster was due to the explosion of the boiler of the dynamo machine on board the Maine.

Soon after the explosion Chief of Police Plagliery went on board the Maine, with an American correspondent to act as interpreter. Captain Sigsbee expressed total ignorance of the cause of the explosion, and shortly afterward he left the Maine, after doing everything possible under the circumstances, and went on board the City of Washington. He refused then to grant any interviews on the subject of the disaster.

On board the Ward Line steamer City of Washington, at midnight, one of the officers of the Maine said that at 8 o'clock last night all the magazines on board the battle-ship were closed and the keys had been turned over to Captain Sigsbee, her commander. The explosion occurred at 9:45 o'clock. The officer 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 American warship.

Another officer said: "I was sitting with two more officers in the messroom when a heavy explosion occurred. It was so heavy that we understood the ship would be lost, and we went on the upper deck and found she had been badly wrecked by an explosion, that she was on fire and sinking. All efforts were then directed toward lowering the boats and saving lives, but the Maine settled quickly on the bottom of the harbor, only her upper works remaining above water. A number of boats from the Spanish warship Alfonso XII and 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 City of Washington, and the rest of the wounded were carried on board the Alfonso XII, from which place they were taken to other quarters, and after receiving valuable assistance from the naval doctors were sent to the military hospitals."

WHERE THE EXPLOSION OCCURRED.

This officer said the explosion occurred somewhere in the forward part of the midships section of the battle-ship. Many of the crew who were below at the time of the explosion 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 time boats from the Spanish steamers Colon and Mexico were taking eight wounded men ashore, after having saved them from the water.

Up to 2 o'clock in the morning it was known that 57 men and 24 officers had been accounted for.

Paymaster Ray said that last Sunday there were 354 men on his list, all told.

Lieutenant Jenkins and Assistant Engineer Merritt are among those who are 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 her deck.

The chaplain of the Maine, the Rev. J. P. Chadwick, went on board the Alfonso XII in order to minister to the wounded.

A Spanish naval officer said that Captain Sigsbee was the last man to abandon the sinking ship. His, with the other boats of the Maine, remained alongside the wreck as long as it was possible to do anything in the work of rescue.

The "Discusion" says that fire broke out on board the Maine at 7.30 p. m., and that the crew were unable to extinguish it.

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

LOST BOTH OF HIS EYES.

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

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

An iron truss from the Maine fell on the pantry of the City of Washington, breaking the tableware of the steamer.

Lieutenant-Commander R. Wainwright, of the Maine, was half-undressed at 9:45 p. m., and was smoking in his cabin next to that of Captain Sigsbee, it is said, when the explosion occurred and put out the electric lights. Lieutenant-Commander Wainwright then lit a match and went to Captain Sigsbee's cabin. The Captain, it appears, had been thrown from his bed, but was uninjured. They both went on deck and ordered a man to flood 2,500 pounds of gun-cotton which was on board. The order was carried out, the man never returned, but Havana was saved from a still more terrible explosion.

Four boats were lowered, all manned by officers, and one of them was lost.

Captain Sigsbee went in his own launch on board the Spanish cruiser Alfonso XII to thank her captain and officers, and he afterward went on board the City of Washington, where Consul-General Lee, Dr. W. T. Brunner, Acting Sanitary Inspector of Havana, and the correspondents of the American newspapers had already gathered.

The report that Captain Sigsbee was wounded is inaccurate. Captain Sigsbee, with other officers, went in a small boat to the Ward Line steamer City of Washington.

Two officers and more than two hundred of the crew are missing. Some of the crew, who were able to support themselves by swimming, were saved by boats. Six of the wounded crew and one of the officers have been taken to the military hospital by General Blanco's orders.

The first of the American sailors to reach the Machina Wharf were swimming.

All the navy fire brigade and the naval bodies were immediately ordered on duty.

The following is a list of those who were temporarily cared for at the Machina Wharf: Thomas and Droucky, burned about the arms; Gatrell, slightly wounded on one foot; John Mair, seriously burned about the arms and face; A. Fau, wounded on the head; John Longday, burned, and four more, whose names are not known.

Stretchers for the use of the wounded were sent to the scene by the fire brigade and the headquarters of the Red Cross Society were 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 p. m.

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

WHO IS THIS YOUNG OFFICER?

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

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

Captain-General Blanco's official cable message was filed at midnight.

Half an hour after midnight thirty-six of the crew of the Maine had been carried to the military hospital at San Ambrosio. They were all seriously wounded. Five others of the crew were taken to the Alfonso XIII Hospital.

On board the Spanish cruiser Alfonso XII twenty-six 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 five hundred yards from the arsenal and some two hundred yards from the floating-dock.

The explosion put out the street lights near the wharf and blew down telephone and telegraph wires in that vicinity.

Admiral Manterola and General Solano put off to the Maine soon after the explosion and offered their services to Captain Sigsbee.

Yornel, Backurt (Burkhardt?), William McGuinness, J. H. Bronner, Alfred Johnson, George Botsemet and Charles Begnan were succored at the San Ambrosio Military Hospital, and James Roure, Francis Kehet, Daniel Cronin and George Robert were tended to at sanitary headquarters.

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.

The Spanish cruiser Alfonso XII was for some time after the explosion in great peril and her mooring tackles were slacked away and she was anchored at a greater distance from the burning warship, being assisted by other Spanish vessels. She then lowered her boats 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, as an act of courtesy. There is no truth in the report that General Lee and Vice-Consul Springer called at the palace to thank Captain-General Blanco for his offer of assistance.

CHAMPAGNE IMPORTS IN 1897.

Custom House statistics show that 72,775 cases of G. H. Mumm's Extra Dry were imported, being 42,293 cases more than any other brand. As now imported it is dry and remarkably fine.—Advt.

HELP GOES FROM KEY WEST.

PROMPT RESPONSE TO THE APPEAL FROM CAPTAIN SIGSBEE—THE FLEET HORRIFIED AT THE NEWS.

Key West, Feb. 16.—The lighthouse tender Mangrove sailed for Havana at 3 o'clock this morning, having on board several doctors. Dr. Clendenin, U. S. A., and a surgeon from the United States cruiser New-York left here on the Mangrove.

The steamer Fern also sailed for Havana, and the torpedo-boat Ericsson left Key West at midnight with dispatches for the fleet.

The United States cruiser New-York, with Admiral Sicard on board, reached Sand Key, eight miles out, this evening, and anchored. She was ordered here to supply the survivors of the Maine with clothing and necessaries.

There is good authority for the statement that Captain Sigsbee has not, in any dispatch to Washington or to Admiral Sicard, used the word "accident" in describing the disaster. Naval men here, however, say this is perfectly natural, inasmuch as Captain Sigsbee was in command, and would not be willing to go definitely on record until the Board of Inquiry meets.

The Ericsson returned to-night from the Tortugas. She had carried dispatches to Admiral Sicard, and brought back his reply for Washington. She will return immediately to the fleet with later Washington telegrams for the Admiral. These were not opened here, so that nothing is known of their contents, but it is thought likely that Admiral Sicard will come to Key West with one ship to care for the survivors, and that the rest of the fleet will remain at the Tortugas unless otherwise ordered from Washington.

Those on board the Ericsson say the news of the fate of the Maine was received by the fleet at first almost with incredulity, then with horror and with the remark that the calamity is the "greatest in modern naval history except, perhaps, the sinking of the Victoria by the Camperdown."

Forty-five survivors, injured slightly or uninjured, are expected to arrive here to-night by the steamer Olivette, the wounded in charge, probably, of surgeons sent from here. The wounded will be received at the United States Marine Hospital, where they will be well cared for.

It is said here that the boats of the Spanish coast ship Havana received some of the Maine's survivors.

The torpedo-boat Cushing left Key West at noon for the fleet, with dispatches for Admiral Sicard from Captain Sigsbee. The first dispatch announced the disaster, and the second said that General Blanco and his staff had called on Captain Sigsbee, had expressed their deepest sympathy, and offered the use of the hospitals at Havana, to which the most seriously wounded had been taken.

Dispatches are now here from Washington addressed to Admiral Sicard, but Commandant Forsyth has no way to send them. The Cushing, the Ericsson, the Fern and the Mangrove have been sent on duty to-day and the Hache is with the fleet at the Tortugas.

As yet no details other than those contained in Captain Sigsbee's message to Commandant Forsyth have been made public here. It is doubtful if any material facts are known by the local officials at 7 o'clock this evening, when this dispatch is sent. Conjecture breeds rumor and exaggeration until the air is rife with absurd stories. The arrival of the Olivette is eagerly awaited, as the officers on board can give definite news. The Maine has been at this port several times, and her men are well known and much liked here.

There is a good deal of excited comment among the Cubans at the fact that the Spanish flag is not displayed at half-mast. Everything, however, is perverted to suit the belief that the disaster was the result not of accident, but of Spanish design.

Commandant Forsyth said to the representative of the Associated Press early this evening: "I would give a good deal to see smoke to the southward or westward." After the experience of the Cushing during her last week's trip to Havana his nervousness over her safety, as well as that of the Ericsson, in a high sea, was only natural. The norther in the Gulf is increasing in violence and there promises to be a heavy sea.

There is a dearth of ships here which are not war vessels.

The Olivette is due here to-night, from Havana, on her regular trip to Tampa, but she is not expected to arrive on time, as heavy seas prevail in the Gulf, owing to the storm, which will be bad for the Maine's injured men.

Intense anxiety is felt here among officials and civilians as to the cause of the disaster and its probable results.

A late dispatch from Havana puts the loss of life by the disaster to the United States battle-ship Maine at one hundred dead and wounded.

Nothing is known here concerning the cause of the explosion. Naval officers think the forward magazine ignited and that possibly one or more torpedoes exploded.

CALLS FOR AN AMERICAN VESSEL.

CAPTAIN SIGSBEE'S MESSAGE TO COMMANDANT FORSYTH, AT KEY WEST.

Key West, Feb. 16.—Captain Sigsbee's message to Commandant Forsyth, of the naval station here, received to-day, read as follows:

Havana, February 16.

"Advise sending American vessel at once. The Maine is submerged except the débris. Mostly 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, twenty-four, uninjured; of the crew, eighteen wounded men, now on board the Ward Line steamer, in the City Hospital and at the Mascotte Hotel, fifty-nine, so far as known. All the others went down on board or near the Maine. The total lost or missing is 253. With several exceptions, no officer or man has more than part of a suit of clothing, and that is wet with harbor water.

"The Ward Line steamer leaves for Mexico (Vera Cruz) at 2 this afternoon. The officers saved are uninjured. The damage was in the compartments of the crew. Am preparing to telegraph list of saved and wounded.

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

ANOTHER DISPATCH FROM GEN. LEE.

HE REPORTS THE NUMBER OF DEAD ABOUT TWO HUNDRED AND SIXTY—MOURNING IN HAVANA.

Washington, Feb. 16.—The following cable dispatch was received by the State Department from Consul-General Lee at 9:16 to-night:

"Havana, February 16, 1898.

"Profound sorrow expressed by Government and municipal authorities, Consuls of foreign

THE NEW PENNSYLVANIA LIMITED.

With its new equipment, the Pennsylvania Limited is the most complete and the handsomest train in the world. Leaves New-York every morning for Cincinnati, Chicago and St. Louis.—Advt.