100 Pounds of shrapnel and impulse powder.

10-INCH SHELLROOM, AMIDSHIPS, COMPARTMENT C, 3 M.

90 Armor-piercing shell for 10-inch B. L. R.
90 Common shell, loaded and fused, for 10-inch B. L. R.

10-INCH MAGAZINE, AMIDSHIPS, COMPARTMENT C, 4 M.

88 Full charges for 10-inch B. L. R.
91 Reduced charges for 10-inch B. L. R.

6-INCH MAGAZINE, AMIDSHIPS, COMPARTMENT C, 5 M.

101 Full charges for 6-inch B. L. R.
131 Reduced charges for 6-inch B. L. R.
208 Common shell, loaded and fused, for 6-inch B. L. R.
100 Armor-piercing shell for 6-inch B. L. R.
23 Shrapnel, in slings, for 6-inch B. L. R.

AFTER TORPEDO-HEAD AND FIXED AMMUNITION ROOM, COMPARTMENT D, 1 M.

8 Whitehead torpedo warheads, filled.
8 Whitehead torpedo wet primer cases, filled.
76 Chests of 6-pdr. steel shell, 836 rounds.
32 Chests of 6-pdr. common shell, 356 rounds.
32 Chests of 1-pdr. steel shell, 1,920 rounds.
20 Chests of 1-pdr. common shell, 1,200 rounds.
20 Chests of .45-cal. cartridges, ball, 20,000 rounds.
7 Chests of .38-cal. cartridges, ball, 21,000 rounds.
100 Chests of 6-M. cartridges, ball, 100,000 rounds.
10 Chests of .22-cal. cartridges, ball, 93,000 rounds.
11 Chests of 6-M. cartridges, blank, 11,000 rounds.
7 Chests of U. S. cannon primers, 3,500 rounds.
8 Boat ammunition tanks, small arm, 7,000 rounds.

In addition to the shells stored in the shell-rooms, there were stowed 10-inch shells as follows:

FORWARD 10-INCH LOADING-ROOM, COMPARTMENT A 55.

2 Common shell for 10-inch B. L. R.
2 Armor-piercing shells for 10-inch B. L. R.

FORWARD 10-INCH PASSING ROOM.

2 Drill shells for 10-inch B. L. R.

MIDSHIP 10-INCH LOADING-ROOM, COMPARTMENT C 18.

1 Armor-piercing shell for 10-inch B. L. R.
2 Drill shells for 10-inch B. L. R.

MIDSHIP 10-INCH PASSING ROOM.

15 Armor-piercing shells for 10-inch B. L. R.

MOST DANGEROUS EXPLOSIVES AFT.

It is noticeable that the most dangerous explosives were not stored forward under the men's quarters, but aft, where the officers slept, and it is evident that the guncotton in the torpedo heads, to which the explosion was at first attributed, is still unharmed in Compartment D, 1 M.

From the statement it also appears that, while there was nothing particularly susceptible to explosion in the forward part of the vessel, nevertheless the magazines were overfull, and that at least twenty-four 10-inch shells for the big turret guns had to be kept in the loading and passing rooms.

TO REHABILITATE THE MAINE.

Naval officers to a man believe the sorely crippled battle-ship Maine can be and should be restored to active service. This suggestion, initiated to-day by Chief Constructor Hichborn and Assistant Secretary Roosevelt, spread rapidly through the Navy, and aroused enthusiastic commendation from every officer in the service on duty here.

It is a proposition that must appeal to every patriotic member of Congress and awaken the hearty approval of every American. The Chief Constructor of the Navy repels any doubt of the simple practicability of the suggestion. His thorough familiarity with every detail of ship-building and rebuilding, his clear appreciation of the relative ease with which hypothetical obstacles may be readily swept aside, and his confident declaration that he can completely rehabilitate the magnificent vessel and send her to sea more formidable than she ever was, all within a comparatively insignificant percentage of the cost of a similar ship, has started a movement in the naval administration which gives every promise of speedy realization.

The stirring naval motto, "Don't Give Up the Ship," has suddenly acquired a new significance, and not a voice is raised which does not deprecate any suggestion that the Maine is to be destroyed in a foreign harbor, when there is a reasonable possibility of saving her for a career of usefulness at the moment when the United States may be most in need of her. Her dreadful calamity has endeared her to the Nation as no ship of recent years has been, and at whatever cost of mere money, a determination has arisen to rescue her for sentiment, if nothing else.

AN ECONOMICAL PLAN.

Cold figures, however, are convincingly cited to demonstrate the actual economy of the plan. Commodore Hichborn pointed out to-day that the Maine cost over $5,000,000 for material and labor before she left the New-York Navy Yard, where she was built. This includes her armament and equipment, which have not hitherto been charged against her. It would probably cost, he says, a like amount to duplicate her, besides consuming three years of valuable time. The statutes permit the expenditure of 10 per cent of the original cost of old wooden naval vessels in their repair. Legally, therefore, $500,000 is authorized, if available, for repairing the Maine. But the dictates of ordinary commonsense must convince any one that if 10 per cent expenditure is permissible on feeble, obsolete wooden ships, 20 per cent would reasonably be allowable to save a splendid armored battleship, and within this amount Constructor Hichborn, reinforced by all the staff officers of the Navy Department, will stake his reputation that the Maine can be made not only as good as new, but put into commission a better ship than ever.

He says the ship is not materially injured abaft the boiler spaces, and if every ounce of metal forward of the engine compartment is worthless, for less than $1,000,000 he will undertake to have the ship brought to New-York and sent to sea more formidable and powerful than ever within six months, as the maximum time limit, although, perhaps, she can be placed in commission in half that time.

VITAL PARTS OF THE SHIP UNINJURED.

"A ship in sight," he says, "is a ship to be saved, and we should be a cheap lot to break her up, while there's a chance for her life. According to Admiral Sicard's telegram from Key West to-day, he has mailed to the Department photographs of her as she lies. She lies in only six fathoms and with not more than a few hundred yards separating her from shoal water, and lying as she does in a calm, land-locked harbor it would be simple cowardice to abandon her. Her vitals are known to be intact and they constitute nine-tenths of her cost. Her forward structure can be readily and cheaply rebuilt at the New-York Yard, where we still have every pattern of every plate and frame. There is only the expense of raising her, boxing up her damaged forward body temporarily to float her, and towing her to New-York.

"All her uninjured compartments may be pumped out and sealed and these would float her on any sea. She weighed ready for sea 6,682 tons, of which 850 was coal. Another thousand tons of stores, ammunition, guns and similar weights can be readily removed, and if these are not enough to lighten her properly, we can take out parts of the engines and other excessive loads to bring her weight within 4,000 tons. Even this weight, it must be remembered, is not dead weight in air, for she is mostly submerged. It would be humiliating indeed, to confess our inability to handle the dismantled ship. I have not calculated upon the possibility of detaching her two turrets with their ten-inch guns. If we could remove these it would be another thousand tons easier for us, but we do not need to remove them.

NO IMPOSSIBLE PROBLEMS PRESENTED.

"With the simplest, crudest appliances, of pontoons and tugs alone, we can 'crab' her by degrees into shoal water, practically 'beaching' her, and then it will be nothing but child's play to tow her to New-York, after the open dock that was towed from England to Havana. The achievements of modern wrecking organizations indicate the feasibility of rescuing the Maine without much difficulty. Her position and condition involve none of the serious problems which were surmounted in the recent rescue of the American Line steamer St. Paul when that huge vessel ran high and dry on the New-Jersey beach. Her salvage was tedious, but it was accomplished in the face of ocean tides and storms, which constantly threatened destruction to the vessel as well as to her rescuers. No such dangers confront the savers of the Maine. She is worth at least $4,000,000 in actual cash to the United States to-day. The interest on the money she cost which would accumulate in the three years it would take to duplicate her would amount to more than any conceivable expense of saving her, and an important advantage is that the Nation would have the use of her during the intervening two and a half years. But no matter to what extent she is damaged, if she is collapsed from stem to stern, and it costs $2,000,000 to restore her to the naval list, it ought to be done."

THE PROJECT HEARTILY INDORSED.

These expressions are re-echoed to-night throughout the service and they are confidently expected to receive the enthusiastic support of the whole country, with the effect of compelling Congress to meet the necessity for action without delay. Before this phase of the matter was taken up, however, when the chief effort of the Department was directed toward relieving the anguish of those who had relatives on the Maine and whose heartstrings were torn by the uncertainty as to who were out of danger and who were irretrievably lost, Judge Advocate-General Lemly, under Secretary Long's direction, sent telegrams to the chief wrecking companies of Boston, New-York and Norfolk, asking them to submit propositions for taking their plants to Havana with a view of wrecking the Maine or recovering so much of her stores, equipment, armament, etc., as might be possible, and requesting them to state per diem terms for the purpose. This step was taken when it was feared the vessel was totally destroyed and before sufficient information came to show the practicability of saving the Maine.

To-morrow the representatives of the Boston Towboat and Wrecking Company, and of the Merritt Company of New-York, will reach here for consultation with the authorities, and before night one or the other of them will undertake the salvage of the ship. The latter company has the record of floating the St. Paul. The former is favorably known to the Department through its undertaking to raise the Kearsarge, which was, however, found burned when the wrecking vessels reached Roncador Reef. They will have access to-morrow to the photographs of the ship taken in Havana yesterday, as well as to a full report which Captain Sigsbee has been ordered to cable in the forenoon, but it is not anticipated that they will be able to give definite estimates of the actual cost of the undertaking until operations in Havana Harbor have made some progress.

Secretary Long to-day sent an urgent letter to the House Naval Committee, asking that $200,000 be made immediately available for wrecking operations. This request does not prevent him from urging more if more is subsequently needed.

A QUIET DAY AT THE WHITE HOUSE.

The air of suppressed excitement which characterized the movements of the employes and visitors at the White House yesterday was not noticeable to-day. There were comparatively few visitors in the morning hours, and for a considerable time in the middle of the day the White House bore an almost deserted appearance. Only a limited number of members of Congress called in the morning, and the interviews were brief. Postmaster-General Gary was the only member of the Cabinet who called, and his business related entirely to Departmental matters. Assistant Secretary Day saw the President for a few minutes, but he had nothing of importance to communicate until after 4 o'clock, when he carried to the White House official information of the closing of the De Lôme letter incident. So far as could be learned, the only information of the situation in Havana that reached the President direct came through the press dispatches. On the streets there was much less excitement than yesterday, when many people were unwilling to believe that under the circumstances the loss of the Maine could be traced to other than Spanish sources.

All the flags throughout the city, including those on the Capitol, and the Department buildings, are flying at half-mast to-day, and among the others is conspicuous that of "Cuba Libre," which flies from the staff on the Hotel Raleigh, the headquarters of the Cuban Junta.

CAN THE MAINE BE RAISED?

LIEUTENANT HOOD THINKS SHE CAN NEVER BE UTILIZED—THE SPONTANEOUS COMBUSTION THEORY.

Washington, Feb. 17.—Admiral Sicard telegraphed to Secretary Long from Key West this afternoon as follows:

"In the opinion of Lieutenant John Hood, of the Maine, who has just arrived from Havana, the Maine can never again be utilized as a ship. He describes the whole forward body of the ship as completely collapsed where the shock of the explosion was heaviest. Photographs of the wreck will be sent to the Department to-day."

As to the origin of this explosion there is still a wide difference of opinion, but the coal-bunker theory to-day finds many more strong supporters than any other theory. This theory is based on the supposition that spontaneous combustion in one of the bunkers, which in the Maine were separated from the magazine forward by a single thin iron partition, ignited the magazine and caused the destruction of the vessel. Proofs of similar fires on other vessels of the Navy are being produced in profusion at the Department to-day. It is said that on the battle-ship Indiana no less than seven fires have occurred in the coal bunkers. The Philadelphia has had at least one within the last year, while in the case of the flagship of the North Atlantic Squadron, the New-York, the Department was obliged to order the discontinuance of the use of the magazine in the centre of the ship because of danger from this cause, and because it was subject to a high degree of heat by radiation from the furnaces.

In connection with the theory of spontaneous combustion, the character of the coal supplied to the Maine assumed some importance. This is supplied at present by the Bureau of Equipment, and the head of that Bureau, Captain Royal Bradford, asserted positively to-day that the coal was the very best. He produced the quarterly report required by regulations to show exactly the state of the Maine's coal supply and the quality of the coal. At the end of December the vessel had fifty-two tons of coal only in her bunkers. This was made up of Pocahontas and New River coal. Captain Bradford said that Pocahontas is a standard naval coal, and it is rated at 100. New River follows next, and is set down at 90 per cent. These are semi-bituminous coals of a quality closely approaching that of the celebrated Welsh navigation coal, the British naval standard.

In the opinion of Captain Bradford neither of these coals is particularly subject to spontaneous combustion. Since the Maine has been in the Gulf of Mexico, however, she probably has consumed a good part of this coal and has replenished her stock from the naval store at the Key West station. The coal there taken on was anthracite, which, said Captain Bradford, "is no more subject to spontaneous combustion than a pile of stones."

The Maine took on 280 tons of this coal in December, and in January, before she sailed for Havana, 271 tons more. This coal at Key West is kept behind a picket fence, exposed to any evil-minded person who might desire to conceal a bomb therein; something which could only be effected with great difficulty after the coal was stored in the bunkers.

In spite of reflections on the discipline in American warships, the officers here do not hesitate to say that in the matter of careful inspection of the coal bunkers, the magazines and the like, the Navy is second to none in the world. But those obscure fires, arising from spontaneous combustion, are very difficult of detection. Such fires have been known to smoulder, undiscovered, in piles of coal at the Washington Navy Yard for many days before breaking out, and this, too, notwithstanding the fact that the piles are visited almost daily. Aboard ship the taking of the temperature of the magazines daily is one of the precautions to guard against such fires. In the case of the Maine this observation was usually taken at 9 o'clock in the morning, so that it was possible for a bunker fire to have developed sufficient heat during the twelve hours that elapsed before the explosion to have ignited the ammunition.

While the brown powder used for the ten-inch guns is difficult to ignite without a detonator, still the application of heat in excess of six hundred degrees for some time will cause the explosion which the application of a match would fail to bring about.

COURT OF INQUIRY NAMED.

OFFICERS APPOINTED BY ADMIRAL SICARD TO CONDUCT THE INVESTIGATION.

Washington, Feb. 17.—The Navy Department received a dispatch this morning from Admiral Sicard, in command of the North Atlantic squadron, giving the detail of the court of inquiry to investigate the Maine disaster as follows:

Captain SAMPSON, president of the court.
Captain CHADWICK.
Lieutenant-Commander SCHROEDER.
Lieutenant-Commander MARIX.

Captain Sampson, the president of the court, is commander of the battle-ship Iowa, now at the Tortugas, and was formerly Chief of Ordnance. Captain Chadwick is commander of the New-York, at Key West. Lieutenant-Commander Schroeder is executive officer of the battle-ship Massachusetts, now at the Tortugas. Lieutenant-Commander Marix is executive officer of the Vermont. He was formerly with the Maine as executive officer before the detail of Lieutenant-Commander Wainwright, who relieved him.

Admiral Sicard's board has ample authority to make the most searching investigation into the causes of the disaster. The Fern and Mangrove arrived at Havana last evening. The former is provided with diving apparatus, and as every warship's company includes at least several expert divers, there will be no lack of men to make the necessary search. These men can be depended upon to report the exact facts. They will be subject moreover to orders of the court of inquiry in every particular, and as they are familiar with the bottom of a warship of the type of the Maine, they are not likely to be led into the mistake of supposing the outlet hole or pipe for the interior to be a torpedo hole.

It is believed that under the most favorable circumstances this investigation cannot be made for several days. Arrangements must be made for the proper working of the diving outfits and the court of inquiry must determine on a line of action. Besides, Lieutenant-Commander Marix, who will be a member of the court, has just been released from duty with the Billings court-martial in this city. He left Washington at 11 o'clock to-day by train for Key West, and he is supposed to be assigned to duty as Judge-Advocate of the court. Probably the board will be conveyed from Havana to Key West by the Olivette or one of the lighthouse tenders, as it was again announced to-day that the Navy Department has no intention of sending another man-of-war to Havana immediately.

A SPANISH INVESTIGATION ALSO.

INSTRUCTIONS FROM MADRID TO CAPTAIN PERAL TO THAT EFFECT.

Madrid, Feb. 14.—Orders have been issued to Captain Peral to open an inquiry into the cause of the disaster to the Maine.

CONGRESS WAITING DEVELOPMENTS.

NO DISPOSITION TO TAKE THE AFFAIR OUT OF EXECUTIVE HANDS.

Washington, Feb. 17 (Special).—The eagerness and anxiety of Congressmen to obtain later and fuller information concerning the Havana tragedy showed no abatement to-day, and unverified and sensational reports were listened to and discussed in the dearth of official or accurate intelligence. Happily, these reports were received with scant credence and were rejected as soon as the frail foundations on which they appeared to rest were discerned. Fortunately, too, Congressmen, as a rule, continued in a waiting and expectant frame of mind, and seemed resolved to withhold any expression of opinion regarding the causes of the calamity or the responsibility for it until after a thorough investigation had been made and full and trustworthy information had been obtained.

Without distinction of party, all of them whose opinions would carry weight seemed willing to rest the case in the hands of the proper authorities, with full confidence that the investigation would be a thorough and searching one, and that its results would be laid before Congress as early as practicable.

A ripple of excitement was caused in the House of Representatives in the course of the afternoon by the receipt of a message from the President, but it quickly subsided when it was learned that the communication was simply one transmitting the annual report of the Civil Service Commission. Earlier in the day a report was in circulation to the effect that the Committee on Foreign Affairs had taken important action in relation to Cuban affairs, but it also was quickly disposed of by the statement that all the committee had done was to order a favorable report on a resolution of inquiry offered by Mr. De Armond, of Missouri, on February 9, calling upon the Secretary of State for certain information, "if not incompatible with the public interests."

The offering by Mr. McClellan, of New-York, of a joint resolution to give twelve months' sea pay to the heirs of the officers and men who lost their lives by the destruction of the Maine and appropriating $150,000 for that object was in line with precedent.

What effect, if any, the loss of the ship will have on the appropriation for the increase of the Navy it is too soon to predict. The Committee on Naval Affairs is now engaged in the preparation of the annual appropriation bill, and several members feel disposed at present to favor more liberal appropriations for the object referred to than they would have done if the disaster had not happened.

NATIONAL OBSERVANCE OF MOURNING.

FLAGS ORDERED AT HALF-MAST AT ALL MILITARY POSTS.

Washington, Feb. 17.—In execution of the decision of the President last evening to have a National observance of mourning the following order was communicated to-day by telegraph from the War Department to commanding officers of the Army:

As appropriate honors to the deceased in the recent disaster to the battle-ship Maine, the President directs that flags at all Army Headquarters, military posts and on Army buildings be displayed from sunrise to sunset at half-staff until further orders.

SAMUEL BRECK, Adjutant-General.

Secretary Long to-day directed that dispatches be sent to the commandants of naval stations and the chief officers of United States vessels throughout the world to display all flags at half mast until further orders as a mark of respect to the officers and men lost with the Maine.

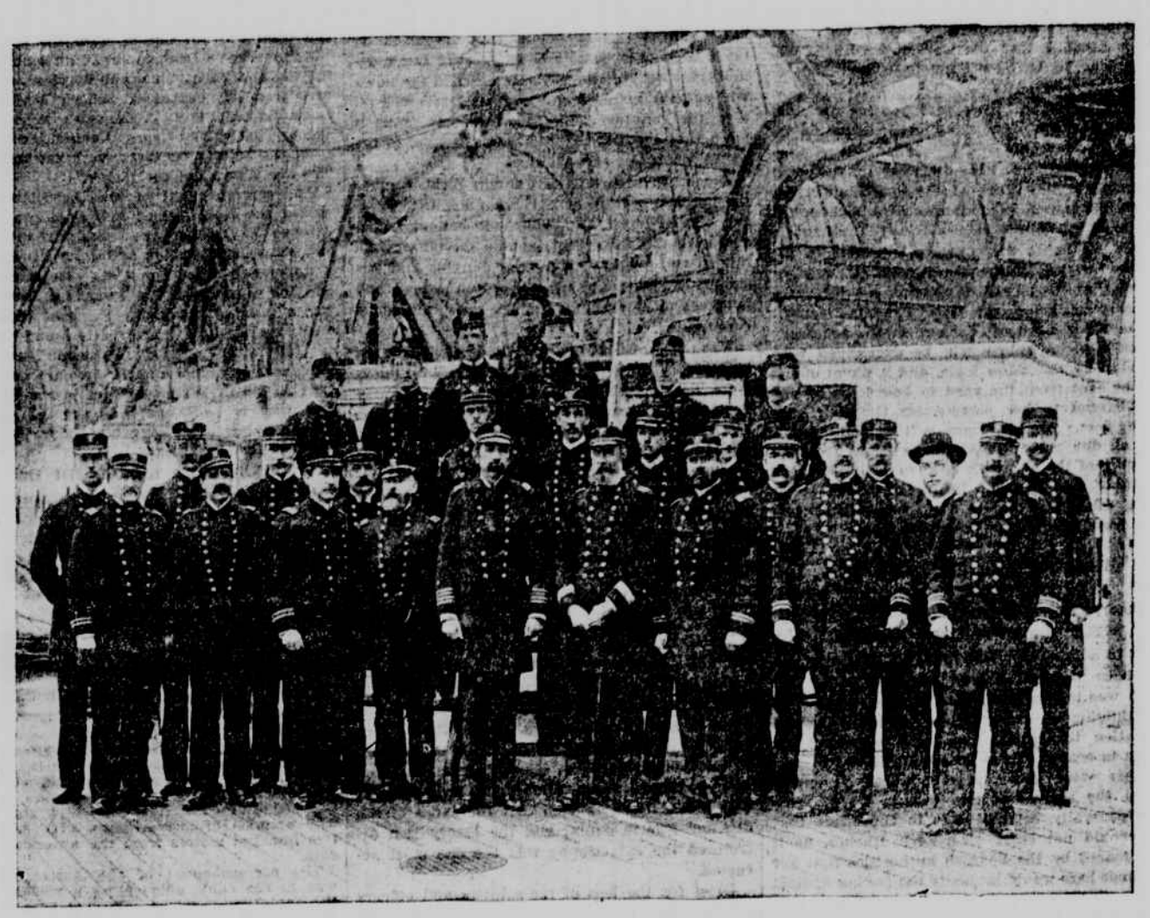
SPANISH SECURITIES FIRMER.

London, Feb. 17.—Operators on the Stock Exchange to-day were undecided. A tighter money market, as well as the Maine disaster, tended to check fresh business. American railroads opened more cheerful, but until Wall Street shows the way the market here is indisposed to do much business. Although the volume is small, prices materially improved upon parity level. Spanish securities were firmer on the belief that the destruction of the Maine was the result of a pure accident.

VIORIS

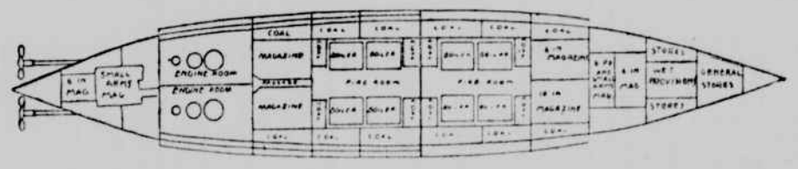
WEBER PIANOS.

Fifth Avenue and Sixteedth St.



THE OFFICERS OF THE MAINE.

This photograph was taken before the recent change of commanders, so contains the picture of Captain Crowninshield in stead of Captain Sigsbee.



HOLD PLAN OF THE MAINE, SHOWING DISTRIBUTION OF AMMUNITION.

UNIVERSAL SORROW SHOWN.

KEEN INTEREST FELT IN ENGLAND.

PRIVATE AND OFFICIAL EXPRESSIONS OF SORROW AND SYMPATHY FOR THE LOSS OF THE MAINE.

London, Feb. 17.—The First Lord of the Admiralty, the Rt. Hon. George J. Goschen, in the House of Commons to-day, replying to John Dillon, chairman of the Irish Parliamentary party, said he had no information to impart to the House relative to the disaster to the United States battle-ship Maine, but Mr. Goschen added he had taken the opportunity of sending to the Navy Department at Washington an expression of deep sympathy felt by the British Admiralty with the loss sustained. The announcement was greeted with cheers.

The Prince and Princess of Wales have sent the following message to the United States Embassy:

The Prince and Princess of Wales request the Chargé d'Affaires to convey to the President and to the Secretary of the Navy the expression of their horror at the terrible accident which has happened to the Maine, and their profound sympathy with them and with the whole American Nation at the occurrence.

The Lord Mayor of London, Horatio David Davies, sent the following message to the United States Ambassador, Colonel John Hay:

In behalf of the citizens of London and myself personally I beg to convey to Your Excellency our heartfelt sympathy in the terrible calamity which has befallen the American people by the loss of so many of their gallant sailors.

The United States Embassy has received the following telegram from Bagshot:

To the United States Ambassador:

Pray accept my most sincere sympathy for the terrible accident which has happened to the Maine. I deeply deplore the loss which has occurred to your Navy and country.

THE DUKE OF CONNAUGHT.

Henry White, secretary of the United States Embassy, replied as follows this morning:

I beg to express to your Royal Highness most cordial thanks for the telegram of sympathy of Your Royal Highness with my country in the loss of the Maine under such appalling circumstances. I at once cabled your message to my Government. The Ambassador is in Egypt. HENRY WHITE.

As the details of the loss of the Maine are published, there are renewed marks of sympathy here. They are not only in the newspapers, but are to be heard on all sides. Many of the diplomats, including the Spanish Ambassador, called at the United States Embassy. The provincial morning newspapers make comments similar in tone to those of the London morning newspapers, while the London afternoon newspapers again devote much space to the disaster. "The Pall Mall Gazette," alluding to the bravery of the American officers, says:

"Captain Sigsbee, for one, behaved with a splendid contempt of danger worthy of the best traditions of the American or any Navy."

Based chiefly on two special telegrams appearing this morning in "The Daily Chronicle" and "The Morning Post," there is much discussion of the treachery theory to-day. A dispatch to "The Chronicle" from Washington said that Mr. Roosevelt and other bureau chiefs, as well as Congress, are absolutely certain that treachery was the cause of the disaster, while a dispatch to "The Morning Post" from New-York says that President McKinley has long been suspicious of some atrocious foul play, and is reported to have confidential reports in his possession which, if published, would cause immediate war.

"The St. James's Gazette" says the conduct of President McKinley in the De Lôme incident shows he is not seeking a quarrel and is "unwilling to allow his hand to be forced by the firebrands of the Senate." Continuing, "The St. James's Gazette" remarks:

"Yet a President of the United States, though very powerful, may be driven on against his will."

Other newspapers comment on the disaster on the same lines.

Sir William White, Director of British Naval Construction, when asked to-day regarding the loss of the Maine, said it was impossible to venture a theory until the reports of the Maine's officers had been received. He added:

"English naval officers are waiting for the reports with the utmost interest, as they, in common with all English officers, feel the most profound sorrow at the disaster, particularly in that it occurred on board an American ship. For, in spite of occasional talk to the contrary, England and America are the very best friends."

SPANISH SYMPATHY SINCERE.

PLEASED WITH THE FRIENDLY CONDUCT OF THEIR SAILORS IN HAVANA HARBOR.

Madrid, Feb. 17.—The Queen Regent presided to-day at a Cabinet meeting. The subject chiefly discussed was the loss of the battle-ship Maine. The Minister for Foreign Affairs, Señor Gullon, read a dispatch on the subject from Washington, and the Queen Regent expressed sorrow at the catastrophe.

The disaster to the United States battle-ship Maine is sincerely lamented by the press and public here, and especially by the Spanish officials, whose regret is mingled with apprehensions lest the accident augment American hostility. The Queen Regent was visibly affected, and displayed emotion, and was pleased with the friendly conduct of the Spanish sailors and authorities at Havana.

General Stewart L. Woodford, the United States Minister, is receiving private as well as official expressions of sympathy, and the Government is confident that "the able policy of President McKinley and the good sense of the majority of Americans will maintain peace."

A Spanish Minister, who declines to have his name used, said to the correspondent of the Associated Press here to-day:

"All the official dispatches agree that the loss of the Maine was due to an accident. We keenly regret the Jingo elements, which, with palpable bad faith, are endeavoring to make capital out of the catastrophe."

Minister Woodford, accompanied by his secretary and the Naval Attaché of the United States, Lieutenant G. L. Dyer, called at the Admiralty to-day in order to thank the Government for the proofs of consideration it has given and for the assistance of the Spaniards of Havana in saving the survivors of the Maine.

There is much comment here at the alleged dispatch of a United States torpedo flotilla to Havana, from Key West.

"El Liberal," to-day, referring to the loss of the Maine, says:

"Such a catastrophe to humanity claims indefeasible rights, and the rancors of politics are silenced. Every great calamity brings home to the two peoples, divided though they be by animosity and rivalry, that they belong to one and the same family. Our noble-hearted nation, seeing the victims of the Maine, forbears to think of its differences with the United States. Tomorrow it will return to the defence of its rights against all. But for to-day it feels only sincere and loyal compassion for the immense misfortune. Happy, indeed, were the Spaniards who, by saving the lives of the crew of the Maine, or risking their own, were thus enabled to prove the sentiments of all Spaniards and the traditions of Spain."

The "Imparcial" says: "In the presence of this frightful disaster we may associate with our expressions of sincere and genuine sorrow warm eulogy for the crew of the Alfonso XII."

Señor Gullon, the Foreign Minister, has cabled President McKinley on behalf of the Government, condolences upon the disaster to the Maine.

The Government has received a cable message from the Washington Government thanking Spain for the assistance rendered by the Spanish authorities at Havana after the disaster.

SYMPATHY AGAIN SHOWN BY SPANIARDS

DISPATCHES OF CONDOLENCE FROM GENERAL BLANCO AND THE MAYOR OF HAVANA.

Washington, Feb. 17.—The Spanish authorities still continue to express abhorrence and sympathy for the disaster. Captain-General Blanco to-day cabled to Señor Du Bosc, in charge of the Spanish Legation, giving the formal action of the insular Government of Cuba, expressing to the President of the United States profound sorrow over the catastrophe to the Maine and the resulting loss of life to Americans. At the same time the Alcalde, or Mayor of Havana, sent resolutions of the municipality expressing to the President the grief of the authorities and the people of Havana. Señor Du Bosc presented the dispatches to Assistant Secretary Day, who laid them before President McKinley. General Blanco's dispatch was as follows:

At to-day's session of the insular Government under my Presidency, it was resolved to express through Your Excellency a respectful and feeling manifestation of condolence to the President of the United States for the terrible catastrophe which resulted in the destruction of the battle-ship Maine, causing the death of a large number of citizens and sailors of that Nation. In accordance with this resolution I request Your Excellency to pray the President of the United States to accept the condolence which I send, deploring as I do that this hospitable port should witness such a great misfortune for the American Navy. BLANCO.

The dispatch from the Alcalde was as follows:

The municipality has passed the following resolution: "The catastrophe to the Maine has found a sad echo in every heart. The city of Havana offers to the American people the expression of its grief and claims the sad privilege of caring for the wounded and giving burial to the dead. The municipality requests you to express to the President of the United States the grief which is felt through the city of Havana." MARQUIS ESTEBAR,
Alcalde of Havana.

Acting Secretary Meiklejohn to-day received the following telegram:

San Francisco, Feb. 17.—Please accept assurance cordial sympathy for terrible calamity Maine. Captain C. DE LA CASA,
Military Attaché Spanish Legation.

THE KAISER EXPRESSES SYMPATHY.

HE SENDS A MESSAGE DIRECT TO PRESIDENT M'KINLEY.

Berlin, Feb. 17.—Immediately after the news of the disaster to the Maine was communicated to Emperor William he cabled direct to President McKinley, expressing his most heartfelt sympathy at the loss of the Maine and so many brave officers and men.

The German Ambassador at Washington was also instructed to convey to President McKinley His Majesty's sincere condolence.

At the Subscription Ball yesterday evening Emperor William expressed to the United States Ambassador, Andrew D. White, "my sincere regrets and sympathy at the loss of the Maine, and I hope it will not be so bad as the first news indicates."

Admiral Knorr, the Commander-in-Chief of the German Navy, called to-day at the United States Embassy and expressed the German Navy's sympathy. Admiral Von Tirpitz, the Secretary of the Navy, sent an officer on the same errand.

MANY CONDOLENCES FROM ABROAD.

MESSAGES FROM QUEEN VICTORIA, PRESIDENT FAURE, EMPEROR WILLIAM, THE PRINCE AND PRINCESS OF WALES AND MANY OTHERS.

Washington, Feb. 17.—A number of messages have been received at the State Department from foreign Governments expressing regret for the Maine disaster. Among them are the following:

Secretary of State:

I have the honor to inform you that I am commanded by the Queen to convey to the President the expression of Her Majesty's sympathy with the American people on the occasion of the sad disaster which has befallen their Navy, by the loss of the battle-ship Maine and of so many members of her crew. I request you that you will be good enough to transmit the above message to its high destination. I have the honor to be, with the highest consideration, sir, your most obedient, humble servant, JULIAN PAUNCEFOTE.

Sherman, Secretary, Washington:

President Faure asked personal interview, in which he requested me to express his warmest sympathy and profound sense of condolence to President McKinley regarding the appalling catastrophe to the Maine, and to convey an assurance that the French people, especially the French Navy, are deeply touched by the death of the gallant officers and men who lost their lives at their post of duty. PORTER.

Berlin.

President United States, Washington:

Let me express my sincere sympathy to you and your country at the terrible loss of the Maine, and the death of so many brave officers and men of your Navy. WILLIAM I. R.

Imperial Legation of Turkey.

The Chargé d'Affaires ad interim of Turkey has the honor to convey to His Excellency the Secretary of State the deepest regrets of the Ottoman Government on account of the deplorable accident which has befallen the Maine.

Sherman, Secretary, Washington:

The First Lord of the Admiralty requests me to express Admiralty's and his personal sympathy with our Government and Navy in the loss of the Maine. Various members of the diplomatic body have called, including Spanish Ambassador. WHITE.

Secretary Long received the following cable dispatch from the Russian Minister of Marine at St. Petersburg:

I have just received the news of Maine's terrible disaster. I beg you to accept my own and the Russian Navy's sincere sympathies and condolence. VICE-ADMIRAL P. TYRTOW,
Minister of Marine.

Legation of the Greater Republic of Central America.

I have received instructions from the Diet of the Greater Republic of Central America to inform the Supreme Government of the United States of America through Your Excellency that both it and the governments of the States which compose that Republic feel profound regret on account of the disaster which befell the Maine night before last in the port of Havana. In obeying these instructions I take pleasure in renewing to you, Mr. Secretary, the assurances of my highest consideration. LOUIS F. COREA.

Legation of Republic of Hayti.

Mr. Secretary of State: The news of the sad accident which has befallen the Maine has deeply touched me, and I beg leave to express my condolence and sympathy with the families of the unfortunate victims. My government cannot fail to feel deep concern on account of the loss which the United States has just experienced. Be pleased to accept, Mr. Secretary of State, the assurance of my highest consideration. J. M. LEGER.

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