immediate investigation and intimated that the reason he sent the survivors to Key West was that he feared more trouble.

The Washington correspondent of the Herald says that he stood on the bridge of the Maine with Capt. Sigsbee a week ago yesterday and the captain said to him:

"I do not want to be obliged to take any coal aboard from Havana. It would be a risky expedient. Not that I suspect any one in authority, but there is such an irresponsible rabble here in Havana, and it would be an easy matter to get a couple of sticks of dynamite in the coal bunkers without our knowing it."

Denial at Washington.

WASHINGTON, Feb. 17.—Secretary Long positively denies that Capt. Sigsbee has in any suppressed telegram expressed the opinion that a torpedo caused the disaster, or that it came from an external cause. The captain said, on the contrary, that he could not venture to express an opinion.

Explosion Came From Without.

NEW YORK, Feb. 17.—Capt. Edmund Zalinski, inventor of the dynamite gun, declares that the Maine was not blown up from within.

"Accidents, carelessness and spontaneous combustions," he said last night, "have been eliminated from the navy and army. There was a time when the accidental dropping of a shell might have blown a vessel into atoms, but that time is past. Then, this theory is wiped away at once when it is known that all magazines were under lock and key at the time of the occurrence. The boat was not in action, but lying peacefully at anchor in still waters. The theory of carelessness must also be dismissed at once. I know the discipline on board a warship too well to imagine any possible careless act that would ignite a magazine at that hour of the night, or to believe that a spy or traitor could pass beyond the guards and enter them. Why, a member of the Maine's crew would not dare to handle those explosives at that hour.

"As to spontaneous combustion, that theory must also be dismissed at once. There is no such thing known today in the manufacture and handling of explosives as 'spontaneous combustion,' because of the perfection in material and the thorough tests it must undergo before being accepted by the government.

"Ten years ago minor accidents were numerous, but they were principally due to the inferiority of the metal manufactured or in the handling of it. I can recall one or two terrible accidents in those days, but it is useless to speak of them, as the causes do not enter at all into the consideration of what has befallen the Maine.

"I imagine some effort may be made by the Spanish to conceal the real cause of the explosion by blaming the gun cotton in the magazines. This theory will not do. The uses and abuses of gun cotton are as well understood today on board of a man-of-war as in the laboratory.

"There was no great heat in the magazines of the Maine. The thermometers tell of no greater heat than 87, and gun cotton will not explode under twenty degrees above that. But it must be remembered that the gun cotton stored in the Maine was mostly water soaked, kept thus for the sake of preservation and safety. Of course, there is a little always kept dry for detonating purposes; to act as a sort of fulminate or cap, in setting off the damp cotton. But the dry cotton is such high-class material and kept under perfectly safe conditions that it could not ignite by itself. The same can be said of every other ounce of explosives on board the Maine.

"A torpedo from below the water line might have easily turned in the plates and set fire to a magazine, or—but I am theorizing on that. The exterior and interior of the hull will tell the story. But I repeat, and I am firm in my conviction, the Maine did not blow up from within. The blow came from the outside of her magazines."

The Journal and Advertiser quotes Assistant Secretary of the Navy Theodore Roosevelt as saying:

"I am convinced that the destruction of the Maine was not an accident."

Said to Have Been a Torpedo.

One of the regular staff correspondents of the Associated Press at Key West cabled from there at 11:35 this morning that the report of finding a hole in the hull of the Maine, evidently caused by a torpedo, was sent from Havana just before the Olivette sailed, and from a source regarded as reliable, but cannot be verified, owing to strict censorship at Havana. The report is not verified by the officers of the Maine, who have arrived at Key West from Havana.

Accident Theory Improbable.

WASHINGTON, Feb. 17.—Naval Constructor Hichborn said:

"Under all the circumstances it does not seem to me the Maine's disaster could have resulted from an accident. Everything was quiet and orderly about the ship, so far as we have any knowledge, and the probabilities are that only one of the four engines was being used. With all the safeguards imaginable, and lying at anchor as quiet as possible, it seems unlikely that such accident could have occurred. Men were about the ship everywhere, but none of the machinery was in motion, with the possible exception of one of the smaller engines for necessary work aboard. If the Maine had been at sea or in action there might have been some valid reason for such an explosion, such as occurred, but not under conditions surrounding it in Havana. Then, too, there was no possible manner for the ammunition in the magazine to be exploded.

"Here was a vessel as staunch and well built as anything that ever left a shipyard, and in an instant almost the work of years goes for naught, and we are told that there was an accident at the bottom of the affair. But I will never believe anything of the kind, and I have the best reasons for entertaining such opinions from my knowledge of the manner in which the Maine was constructed."

How It Might Have Occurred.

WILLIMANTIC, Conn., Feb. 17.—Capt. Paul Boynton, the swimmer, believes that the blowing up of the Maine was the work of Spaniards.

He said a torpedo could have been floated from a skiff with a line and a catch that would stop it on the anchor chain. Then, by paying out the line attached to the torpedo for the distance that had already been determined between the anchor chain and boat, the torpedo could be brought alongside of the vessel and exploded in two different ways. There might have been a screw attached, similar to the screw of a propeller, and the mount the torpedo stopped moving and was brought with the head to the current, the screw would revolve, and after making a certain number of revolutions would release a pin within the torpedo and cause the explosion. Another method would be by clock mechanism. This could be done in a most innocent appearing way.

Inspection of Coal.

KEY WEST, Feb. 17.—The story that a torpedo may have been concealed in the coal furnished to the Maine is scouted here, but an inspection of fuel coal for the warships will be made hereafter. In this connection it is advisable to discount the stories in circulation at Havana and here regarding the Maine having been blown up by a torpedo placed under the ship. The Maine reached Havana unannounced, and therefore it would be difficult, if not impossible, to have placed a torpedo at the spot where she was moored.

Regarding the explosion, the officers of the Maine are reticent. They are evidently under orders to keep quiet on the subject, but the men talk more freely, and they, including the petty officers of the Maine, are almost unanimous in insisting that the explosion was caused by a large torpedo planted before the Maine arrived in Havana. Naval men here say that would be possible, but it is not likely. The anchorage of the Maine was designated by a buoy, and the location of the buoy was fixed by the harbor officials. The Maine, according to reports received here, was split open forward. Therefore it is difficult to see how such a result could be attained by a torpedo from outside. It is pointed out that the explosion seems to have come from within, although the keys of the magazine were in the hands of Capt. Sigsbee at 8 p. m. When the keys of the magazine were delivered to Capt. Sigsbee the temperature of the forward magazines was 56, and it is said that no high explosives were stored there, which would seem to make the mystery more dense.

Fears are expressed here that divers will not be able to throw light on the cause of disaster, since the forward part of the Maine is practically in atoms.

Admiral Kimberly Advises Silence.

NEWTON, Mass., Feb. 17.—Rear Admiral Louis A. Kimberly, who commanded the United States squadron at Apia, Samoa, at the time of the disaster there, was seen at his home in West Newton. Asked for an opinion on the Maine, he said:

"One thing seems to me certain: The less that is said against Spain and the Spanish government at this time, the better it will be and the less cause for regret there may be hereafter. It seems altogether unreasonable at present to connect the Spanish government with the disaster, and in justice both to Spain and to the officers of the Maine, public judgment should be suspended for a time. An explosion of the magazine might have occurred, or there might have been an explosion in the ship's stores. The exact cause of the disaster will not be known until the vessel is raised, and a court of inquiry has investigated the matter."

Narrow Escape of the Cincinnati.

SAVANNAH, Feb. 17.—Maj. John R. Myrick, of Fort Wadsworth, N. Y., here attending the Carter court-martial, said today he was not surprised at the explosion on the Maine, saying the Cincinnati came near suffering a similar fate in almost exactly the same spot in 1895, her coal igniting from spontaneous combustion and eating its way almost to the compartment for storing explosives.

England Suspects Foul Play.

LONDON, Feb. 17.—The provincial newspapers make comments similar in tone to those of the London morning and the London afternoon newspapers, and devote much space to the disaster.

The Pall Mall Gazette, alluding to the bravery of the American officers, says:

"Capt. Sigsbee, for one, behaved with a splendid contempt of danger worthy of the best traditions of the army or navy."

Weyler Slurs the Crew.

BARCELONA, Feb. 17.—Lieut. Gen. Weyler, who arrived here today, expressed the opinion in the course of an interview that the disaster which had befallen the United States warship in Havana was "due to the indolence of her crew." He announces his intention to ask the government's permission to go to Havana and stand as a candidate for the chamber of deputies for the Havana district.

Maybe You Haven't Found Us Yet.

We are on Washington street, half a block west of First Avenue South. We are a pretty large concern and carry a more complete outfitting stock than most do. Don't give up trying to find us just because we are not on the main street. It may pay you to see what we have to offer.

SEATTLE-ALASKA GENERAL SUPPLY CO., Inc., Rear of Dexter Horton's Bank.

THE MAINE IS BUT A PILE OF WRECKAGE.

All the Upper Deck Structure, Her Turrets and Guns Are Lying in a Heap.

HAVANA, Feb. 17.—The night of the disaster to the Maine a light wind from the southwest was blowing and her head pointed in a southeasterly direction. She was moored in about twelve meters of water forward and drew thirteen meters aft. The Spanish cruiser Alfonso XIII. was about 200 meters from the American vessel.

The correspondent of the Associated Press was in the cable office filing a message when the explosion occurred. He saw from the window of that office a great column of fire shooting upward, and hurried to the wharf and to the quarters of Admiral Manterola. By that time the flames had extended over the whole ship, and in a few moments the Maine sank.

The explosion so disjointed and twisted the battleship that her remains now appear like a pile of wreckage. All the upper deck structure, turrets and guns are in a heap, and one boiler has been blown out of its place. At 2 o'clock yesterday afternoon it was still smoking on deck. The foremast and bow of the Maine have collapsed, and now only the end of her mainmast remains above water.

The boats of the Spanish cruiser Alfonso XIII. have picked up a quantity of wreckage, including boats and a flag, and today ten more bodies were found in the harbor and taken to the morgue. It is impossible to identify them.

Capt. Sigsbee went on board the Alfonso XIII. yesterday and thanked the Spanish commander, Capt. Manuel Elias, for the services the Spanish sailors had rendered upon the occasion of the disaster.

Contrary to the reports current here, the divers have not made any investigation of the wreck, and the general opinion expressed in Spanish circles is that the explosion occurred inside the Maine.

Destruction Is Complete.

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

"In the opinion of Lieut. 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 was the heaviest.

General fear is expressed by the old officers at the navy department that the destruction of the Maine has been so complete, at least in the forward portion of the ship, where the explosion is believed to have occurred, that it would be perhaps impossible to find sufficient evidence in the wreck of the hull to be able to declare with certainty the cause of the disaster. The reports coming from Havana and printed this morning, descriptive of the appearance of the wreck yesterday, strengthen these doubts. The fall of the smokestack, the disappearance of the big turret guns, the overturning of the deck forward, all seem to indicate that enormous destruction had occurred below.

ENGINES OF DEATH IN HAVANA HARBOR.

The Maine Was Surrounded With Torpedoes—A Gunner Predicted Trouble.

DETROIT, Feb. 17.—A special to the News from Bay City, Mich, says: A letter was received today from Elmer Mellstrup, a gunner on the Maine, dated February 11, in which Mellstrup wrote that he would not be surprised if they should be blown up any day; that the ship was surrounded with torpedoes, and could not leave the harbor without the consent and direction of the Spanish authorities. Mellstrup's letter says:

"The Spaniards have a couple of gunboats and a cruiser, and there are two German gunboats. The guns of Moro Castle are pointed at us as I write. The whole bottom of the harbor is covered with torpedoes, so that if they did not want to let us out we would not be able to go very well. We are lying between the Spanish and German men-of-war, and they have picket boats out all night watching us."

In a letter of February 7, Mellstrup says:

"Don't look for any trouble unless something very unexpected should happen."

In a letter of January 15, Mellstrup tells of an accident aboard the cruiser Marblehead, when five men were injured by a shot. Commenting, he says:

"It is a wonder some of the ships don't blow up, they are so careless."

The letters were addressed to the writer's mother, Mrs. James Mellstrup.

WASHINGTON, Feb. 17.—Elmer M. Mellstrup, of West Bay City, Mich., according to the naval official records, was not a gunner, but was rated as an ordinary seaman on the Maine.

STORY OF DISASTER TOLD BY SCOVEL.

Lower Element Applauds the Massacre—Congosco Had Made Threats Against America.

NEW YORK, Feb. 17.—The Evening World contains a copyrighted cablegram from Havana signed by Sylvester Scovel, which repeats graphically the story of the blowing up of the battleship Maine, and says:

"The quay and docks were jammed with spectators during the sad proceedings, and I am informed that some jubilant sayings were heard among the crowd, and that some of the lower element rejoiced over the 'Yankee massacre,' as they termed it. Personally I saw nothing but sympathy. It was too colossal not to dwarf every international jealousy and apprehensive hate. Only in the palace did I see signs of content.

"Capt. Sigsbee bears the calamity like an American officer and gentleman. He was not even outwardly ruffled by the awful calamity. He received the Spanish chief of police as calmly as though his quarterdeck was not a wreck and his men mangled and drowned. Apropos of this, it is told of Capt. Sigsbee that he was writing a letter to his wife in his port cabin when the explosion occurred. All the lights were instantly extinguished. Sigsbee, running out, bumped into a perfectly disciplined marine orderly, who, amid shrieks, groans, flames and horror and in the dark, saluted and said:

"'Sir, I have to inform you that the ship has been blown up and is sinking.'

"The brave marine is named William Anthony. He said to me today when I spoke of it:

"'Oh, that's nothing; any Yankee marine would do that.'"

"This coolness was noticeable everywhere among the men, and when the boats and their maimed loads had left the wreck for the hospital there was no jabbering, no excitement. The officers who had something to do did it quietly. The others said nothing. All stood this Samoa of fire as coolly as others once gave three cheers for the British warship Calliope at the Pacific Samoa of hurricane.

"The correspondents of the Madrid press have sent home foreboding messages, and on the civil side of the palace there are grave apprehensions and scant courtesy. When I asked Secretary Congosco to aid me in talking to Gen. Solano over securing the reopening of the cable for the messages of the Maine's officers, he coldly said that it was none of his business; that Gen. Solano was in sole charge. Fortunately, that gentleman was courteous and the messages went.

"In view of the present attitude, I shall now quote what Secretary Congosco, then the acting governor-general fulfilling the functions of that responsible position, said to me the night before the Maine arrived. Consul General Lee had told him that afternoon that a warship would come. Congosco belligerently objected. Gen. Lee then said:

"'Remember, if any trouble does occur, I shall have the whole fleet here in four hours.'

"Shortly after, I saw Secretary Congosco, and he was very mad. He was also indiscreet. He said to me:

"'If you people would only let us alone, it would be all right. Spain has put up with more than any other nation would have done. I have warned you that there will be trouble if the Maine comes here. Now, bring your ships here. If you want war, you can have it. You will find Spain has not forgotten how to fight.'

"I took these words at the time as the angry utterances of an overtaxed diplomat. Now they seem to mean something.

"Two days ago a Spanish daily paper here claimed Senor De Lome wrote his famous letter and caused its capture because he saw no gain in further delaying a break between the two governments."

The Evening World has received from Scovel the following reply to an inquiry whether strangers were allowed on the Maine the day of the disaster:

"Yes; visitors were on the Maine all the afternoon the day of the explosion. A bomb might then have been deposited near the magazine, as I have already cabled. Cables much delayed."

This dispatch appears under the date of today.

BURIED WITH ALL MILITARY HONORS.

Twenty-Seven of the Maine's Victims Escorted to the Grave by Military and Civic Bodies.

WASHINGTON, Feb. 17.—The following message was received at the navy department at 3:35 p. m. from Capt. Sigsbee at Havana:

"Secretary Long, Washington: Gen. Blanco called on me personally at the hotel last night, and also the mayor of the city. They have requested me to permit a public burial to the dead already found, in order that public sympathy may be expressed thereby and due honor shown the dead. Ground for burial has been secured. Is it assumed that I am expected by the department to bury the dead here? In fact, it would be impracticable to transport the remains to the United States. Means and facilities are lacking. I have accepted the offer of the authorities, and there will be a public funeral here at 3 o'clock today. All here from the Maine will go; also a delegation from the Fern. Fifteen bodies have been recovered. Operations are prevented by rough weather. SIGSBEE."

In answer to Capt. Sigsbee's dispatch as to the public burial at Havana, Secretary Long sent the following:

"Telegram received and action approved. Express to Capt. Gen. Blanco and the mayor and the people of Havana the thanks of the department and its appreciation of their action in extending the honors you have reported to those lost on board the Maine. LONG."

The following cablegram from Capt. Sigsbee at Havana, dated today, was received this evening by the secretary of the navy:

"Twenty-seven will be buried this afternoon; twenty-five found in harbor and two died in hospital. Following only can be recognized: Dierking, drummer; J. S. Graham, W. H. Tinsman, landsmen; Brown, sergeant of marines; Nefo, chief machinist; Kreys, ordinary seaman; O. Sheridan, Gaffney, firemen; Cosgrove, fireman; Seary, fireman; Golpine, marine; Kane, coal passer; J. Smith, seaman."

Funeral of the Victims.

HAVANA, Feb. 17.—The interment of the men of the Maine took place this afternoon about 5 o'clock. Shortly before the hour all Havana was in mourning. The flags on the public buildings were at half-mast, and many of the houses were draped in mourning. All classes were represented in the throngs that filled the streets along which the funeral procession passed to the cemetery.

The order of the procession was as follows:

Municipal guards on horseback, in full uniform.
Municipal employes.
Aldermen in seven splendidly decorated firemen's cars.
Special cars bearing the remains, nine bodies being carried in a special splendidly decorated car.
Clergy.
Deputations consisting of the chief officers of the army, navy and volunteers.
Representatives of various official bureaus and of the custom house.
Committee representing the Chamber of Commerce.
A delegation representing the grocers.
Council of administration.
Representatives of the treasury, press and various political organizations.
Chief officers of the Maine.
Representativee of foreign governments.
City magistrates, with their mace bearers.
Provincial deputies.
Employes of the general and regional autonomatic governments.
Municipal mace bearers.

Then Gen. Parrado, with four aides de camp, representing Gen. Blanco (whose personal presence was not allowable by law), having on his right United States Consul General Lee, and on his left the mayor of Havana, the Marquis Larrinaga, Admiral Monterola, Gen. Salano and other officers, two companies of marines and infantry.

The funeral corteges started from the principal entrance of the city hall, on Weyler street, then turned to the right, on Mercaderes street, then up O'Reilly street, along the right side of Central park, and finally to the right along San Rafael street to the cemetery.

The population that lined the route gave every indication of the profoundest respect.

Very elaborate preparations were made for the interment of the dead. In the morning twenty-two bodies were brought to the city hall, where they rested in coffins covered with beautiful crowns of silk ribbons, with appropriate inscriptions. The crown from the city council bore the inscription:

"The people of Havana to the victims of the Maine."

There was a handsome crown of silk ribbons in the Spanish national colors, with the inscription:

"The navy department at Havana to the victims of the Maine."

Among other tokens is an emblem from the Havana Yacht Club.

Gen. Blanco witnessed the passing of the funeral procession from the balcony of the palace. The entire ceremony was a most impressive demonstration of sympathy.

FULL LIST OF THE DEAD, AND THOSE RESCUED.

The Department Compiles an Official Register From the Reports, Compared With the Roster.

WASHINGTON, Feb. 17.—The navy department received this afternoon from Capt. Forsyth, at Key West, a dispatch showing the survivors of the Maine now at Key West as follows:

"Injured men—Peter Meikleson, seaman; Charles Galpin, private marine; Thomas Melville, C. P. McMichael, Lannahan, Peter Larsen, Martin Reden, Louis Merincene, seamen; Alonzo Willis, apprentice; John Turpin, Westmore Harris, Michael Mehan, sergeant U. S. marine corps; Edward McKay, private U. S. marine corps; F. Owa, James Williams, gunner's mate; Henry Williams, cabin cook; Harry Teackle, seaman; Thomas J. Durchan, landsman; William McNair, ordinary seaman; Mike Flynn, seaman.

Men seriously hurt—Carl Christianson, Patrick G. Foley, apprentice; George Fox, landsman; Robert Hutchins, landsman; C. J. Dressler, apprentice.

"Of the men seriously hurt only Foley is considered to be in any danger. The list has been compiled by Lieut. Jungen, and is, I think, correct. FORSYTH."

The navy department also received the following from Commander Forsyth:

"The following is the list of officers of the Maine now at Key West:

"Uninjured—Lieut. John Hood, Lieut. Carl Jungen, Lieut. George P. Blow, Lieut. George J. Blanden, Dan G. Toppin, W. R. Cook, Joseph Lutz, private U. S. marine corps.

"Slightly hurt—Frank G. Thompson, corporal M. C.; Chester Germond, private M. C.; John Herbert, ordinary seaman; George Schwartz, ship's cook; Alfred Johnson, seaman; William H. Thompson, landsman; Charles Bergan, boatswain's mate; Henry McCann, seaman; Walter E. Richards, apprentice; Arthur Ranor, seaman; Joseph H. Kane, landsman; William McDevitt, private M. C.; John D. Load, M. A. A.; Charles Lohman, C. P.; William Cartrell, fireman; Oscar Anderson, O. S.; Alfred Halberg, O. S.; John Pancke, fireman; George David, seaman; Ambrose Hanna; Past Assistant Engineer F. P. Bowers, Assistant Engineer J. R. Morris, Naval Cadets Bronson, P. Washington, A. Crenshaw, D. F. Boyd; First Lieut. Catlin, marine corps; Boatswain F. E. Larkin, Gunner J. Gill, Carpenter George Helms, Paymaster's Clerk McCarthy."

The first dispatch of the day direct from Capt. Sigsbee at Havana reached the navy department at 2:30 p. m. It gave the list of survivors, injured and uninjured, now at Havana. The list of officers was the same as that already given. Omitting names already sent by Forsyth from Key West, the list of Capt. Sigsbee is as follows, those followed with interrogation marks being unidentified from the department's muster roll:

Men uninjured now at Havana—C. H. Bullock, Frank Rush, K. Kushida, W. A. Anthony.

Men injured now at Havana—Harry Jerstson (?), Alfred J. Holland, John Herbert, J. McDevitt, William Anderson, Benjamin R. Wilbur, T. J. Waters, M. V. Weber, A. M. Anderson, George Koehler, V. Erickson, Henry Williams, J. Williams, J. E. White, Thomas Mack, F. Coffee, W. Allen, Daniel Cronin, F. D. Cahill, Fred Jernee (?), C. A. Smith, J. Shea, A. B. Herness, John Heffron, J. H. Bloomer, H. Johnson (?), Carl Mathiason, F. Pitcher, P. Chaltzer (?), P. Loftus, H. McManus (?), W. Mattison, James Rowell, A. Hallon (?), Carlosa Senetal.

Capt. Sigsbee adds that he cannot be sure of correct initials.

The navy department this afternoon gave out a final and complete list of the marines on board the Maine, including the lost and survivors, as follows:

William Anthony, private, uninjured, at Havana.

Sergt. Meehan, and Privates Galvin, Lutz and McKay, uninjured, now at Key West.

Corporal P. P. Thompson and Privates A. McDevitt and Grimond, slightly hurt, now at Key West.

The following are given as believed to be lost:

Privates H. A. Van Horn, John McDermott, J. K. Jordan, John Bennett, Corp. Joseph Schoen, First Sergt. Henry Wagner, Sergt. J. T. Brown, Privates Henry E. Stock, Edward B. Shuman, M. V. Warren, W. A. McGunness, John Coffee, Frank Kelly, C. H. Lemiel, P. A. Loski, A. C. Wills, E. F. Keen, Corp. J. R. Burns, Privates J. Monahan, Joseph Strongman, E. B. Timpany, M. J. Downing, C. E. Johnson, V. H. Battling, James H. Roberts, Corp. M. H. Richter, Drummer J. H. Dierkings, Private Paul Loftus, Private N. J. Newman, Fifer C. H. Newton.

The navy department tonight gives the following list of dead, wounded and rescued from the Maine, from its latest advices. The names marked doubtful and uncertain are owing to errors in telegraphic transmission, which prevent their correspondence with the muster roll of the department on file at Washington.

The Dead.

Following is the list of dead:

Michael Malone, Thomas Cain, B. Anguland, J. B. Lewis, M. Cochrane, M. Lanahan, T. J. Quigley, F. Boll, U. Kelley, C. Tororesco, Michael Griffin, Joseph Reilly, N. T. Mudd, Joseph Zery, James H. Mason, Daniel Leene, D. J. Tehan, T. J. Jones, O. Sheridan, J. Scully, J. F. Walsh, Bernard Lynch, J. J. McManus, Rudolph Falk, W. J. Horn, J. M. League, Thomas Troy, C. Kronyack, J. W. Louden, C. L. Leiber, C. L. Pinch, D. H. Herriman, Walter Cameron, W. A. Greer, C. Murphy, C. P. Quinn, P. J. Shea, Thomas M. Cole, Huko Kruse, John Merz, J. J. Lorenzon, Henry Gross, Robert Wilson, Daniel Lewis, B. L. Marsden, K. Christansen, H. Brinkman, S. Nielsen, William Lund, J. C. Clarke, H. M. Carr, George Thompson, M. F. Harris, William Donoughey, Peter Roos, Charles Current, D. Dahlman, William Hamburger, H. O'Regan, F. H. Kniese, John A. Kay, John Porter, Robert Burkhardt Eldon H. Mero, C. E. Safford, A. J. Fisher, W. A. Rieger, August Schroeder, Henry S. Baum, E. M. Freishman, M. Stevenson, Gustave Hoke, C. F. Hassell, B. Fountaine, W. R. W. Robinson, A. Anfindsen, William Montfort, Frank Gardner, C. O. White, C. A. Scott, Thomas Shea, Arthur Brofeldt, Frank Sutton, Frank Andrews, J. A. Graham, J. Paxton, John Powers, Henry Auchenbach, William Noble, William Coleman, H. A. Anderson, William Hough, G. Luepold, J. C. Neilson, John Warren, I. Sugurki, Thomas J. Gardner, John A. Hallberg, William Rugsworth, M. Ohye, O. Ishida, S. Chilgi, P. Gafeney, Patrick Flynn, Charles F. Just, Charles Franke, John Bookbinder, G. C. Moss, James Drury, J. B. Wickstrom, John Kelley, John Hamilton, A. Kespell, William Lamert, A. B. Hennekes, Frank B. Tiggee, C. F. J. Fadde, W. J. Lee, F. C. Phillips, G. L. Apiers, C. A. Hamilton, T. F. Kinsella, J. Pinkney, D. Price, N. Rising, H. McGonigle, Thomas Clerk, P. Grady, E. P. Graham, R. Perry, R. White, A. Wilson, J. E. Marshall, Y. Kitigata, John Matsa, J. H. Zeigler, H. J. Keys, Charles Jennings, John Wallace, Edbarn Burns, J. J. Shea, Martin Tuhoey, F. Paugue, Walter S. Sellers, George Miller, George Whiten, Leon Bonner, P. E. Kinsey, Carl Evanson, John Martensen, W. H. Gorman, Charles Hauck, J. F. Gordon, G. D. Faubet, P. Hughes, Edward Lawler, J. F. Furlong (?), S. Lees, T. J. Dancaster, John Petts, M. Lynch, F. Bloomberg, George Morbles, W. R. B. Caulfield, G. C. Ording, Charles Laird, J. P. Barry, T. J. O'Hagan, G. W. Wilbur, V. M. Nolan, R. Gruph, William Cosgrove, T. Magaminie, J. Suzuki, P. J. Johansen, James O'Connor, William H. Tinsman, John Foujerem, T. L. Barry, Michael Kane, A. Conroy, T. J. Harty, E. Harris, E. Mattsen, J. Palmgren, J. S. Shillington, C. E. Lowell, R. B. Hawkins, P. Fisher, E. M. Mellstrup, W. C. Hanrahnn, A. C. Bruns, John R. Bell, C. W. Freyman, E. H. Moore, Patrick O'Neill, A. Simmons, D. O'Harley, M. Flaherty, F. Butler, J. T. Adams, William S. Miller, William K. Fuer, Jacob Becker, W. Coleman, F. Kohlstrom, M. E. Salmin, J. T. Lyden, C. H. Jenke, John H. Moss, George Edler, James Boyle.

Doubtful Names.

John Anderson, Peter Johnson, Charles Anderson, John Anderson, J. W. Johnson, Charles Johnson, George Johnson, William Anderson, A. Hellon, Carlos A. Senetal, H. Johnson, F. Williams, J. Mouniere.

The Wounded.

Oscar Anderson, Axel C. Anderson, James W. Allen, Charles Bergman, John H. Bloomer, Daniel Cronin, Francis D. Cahill, George David, Gustav J. Dressler, Thomas J. Druckin, Carl A. Christiansen, Andrew V. Erickson, Patrick F. Foley, Michael Flynn, George Fox, William M. Gartrett, Alfred Hallberg, Ambrose Hanna, John Herbert, Alfred J. Holland, Alfred B. Herness, John Heaffron, Frederick Holzer, Robert Hutchings, Harry Ketchson, Alfred Johnson, Fred Kernfell, John Hane, George W. Kloeber, Charles A. Lohmna, John B. Load, Harry McCann, William McNair, Thomas Mack, William Mattisen, Carl Matiasen, John H. Panck, Charles F. Pitcher, Walter E. Richards, Arthur Rau, James Rowe, George Schwartz, Carl A. Smith, Jeremiah Shea, William H. Thompson, Harry Teacle, James Williams, Henry Williams, Benjamin R. Wilbur, Thomas J. Waters, Martin V. Webber, John E. White, John Coffee, C. V. Gorman, William McDevitt, Paul Loftus, A. M. McQuinness.

The Uninjured.

C. H. Bullock, Wetmore Harris, K. Kushida, Peter Larsen, Lewis Lorinlere, Thomas Melville, Peter Mikkelson, Martin Reden, Frank Rusch, Daniel G. Topping, John H. Turpin, Alfonso Wallis, F. Awo, F. Anthony, Charles P. Galpin, Joseph Lutz, Edward McKay, Michael Meehan.

A FAIR OFFER

We will repair your watch as it should be. If you are dissatisfied it costs you nothing. If we please you the price is no more than a good job is worth.

GRAHAM & MOORE,
JEWELERS,
706 Second Avenue.

Newhall's Alaska Clothing

Heavy Waterproof Mackinaw Suits, $7.00.
Waterproof Duck Coats, blanket lined, slicker interlined, $3.00.
Extra Heavy Wool Underwear, $2.00 a suit.
Heavy Fleecy Mittens, 25c a pair.
Heavy Sox, 25c a pair.
Heavy Sweaters, all sizes, $1.45 each.
Leather Caps, blanket-lined face protectors, $1.25 each.
Free Public Library floor.

E. W. NEWHALL & CO.
Cor. 2d Av. and Madison.

Today and Tomorrow

SAUCE PANS—
1-qt., 4c; 1½-qt., 5c; 2-qt., 6c; 2½-qt., 7c; 3-qt., 8c; 4-qt., 9c.

LIPPED KETTLES—
2½-qt., 7c; 3-qt., 8c; 4-qt., 9c; 5-qt., 10c; 6-qt., 11c.

Speiger & Hurlbut,
1215-1217 Second Avenue.

TODAY.

REMNANTS

Special Remnant Sale.

All Remnants accumulated during our Reduction Sale, comprising ends of

FANCY AND PLAIN DRESS GOODS,
SILKS AND VELVETS,
LACES AND EMBROIDERIES,
TABLE DAMASKS,
FANCY RIBBONS,
WASH GOODS,
DRESS TRIMMINGS,
LININGS, ETC.,

Will be on sale tomorrow between the hours of 9:30 and 2 p. m.

At Temptingly Low Prices.

If you need a school dress for your little girl, or a dress pattern for your own wear, you may pick up a bargain today or tomorrow.

NEW GOODS.

See show window for Black Wool Dress Novelties, New Shirt Waists and Hosiery.

"STANDARD DESIGNER" FOR MARCH.

E. W. NEWHALL & CO.
Cor. Second Av. and Madison St.

WORDS OF SYMPATHY FOR STRICKEN AMERICA.

Messages of Condolence Sent to the President From Spain, England and Germany.

MADRID, Feb. 17.—The disaster to the battleship Maine is sincerely lamented here, especially by the Spanish officials, whose regret is mingled with apprehension lest the affair may augment American hostility. The queen regent was visibly affected and displayed emotion and pleasure at the friendly conduct of the Spanish sailors and the authorities at Havana.

The queen regent presided at a cabinet meeting today. The subject chiefly discussed was the loss of the battleship Maine. The minister for foreign affairs, Senor Gullon, read a dispatch on the subject from Washington, and the queen regent expressed sorrow at the catastrophe.

The Spanish warship Vizcaya will, it is said, receive her final instructions by semaphore before she enters New York harbor.

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

Gen. Woodford, accompanied by his secretary and the naval attaches of the United States legation, called at the admiralty today 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.

El Liberal, commenting today on the loss of the Maine, says:

"Such a catastrophe to humanity claims indefeasible rights, and the rancors of politics are silenced. We do not know what may happen tomorrow. We are prepared for any event. But today let us pass the sword, which we have been forced to keep drawn, to the left hand, and let us stretch out the right hand not to those who insult us, but to those who weep."

Senor Polo Ya Bernabe, minister designate to the United States, visited United States Minister Woodford today.

Senor Gullon, the foreign minister, has cabled President McKinley, on behalf of the government, condolences on the disaster to the Maine.

Message From Havana.

HAVANA, Feb. 17.—Capt. Gen. Blanco has sent to the Spanish charge d'affaires at Washington a cable message on behalf of the colonial government, requesting him to tender to President McKinley the condolences of the cabinet upon the terrible disaster that destroyed the United States warship Maine, requesting him, moreover, to "tender our profound sympathy to the American government and assurance of how deeply we regret that this port should be the witness of such a tremendous accident to the American navy."

England Grieves for America.

LONDON, Feb. 17.—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, have called at the United States embassy and the first lord of the British admiralty, the Hon. George Goshen, has requested Mr. White, the secretary of the United States embassy, in the absence of the United States ambassador, Col. John Hay, in Egypt, to express the admiralty's and his own personal sympathy to the United States government and to the United States navy.

The Prince and Princess of Wales request the charge 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 United States embassy received the following telegram from Bagshot:

"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.

"DUKE OF CONNAUGHT."

Henry White, secretary of the United States embassy, replied as follows:

"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 in such appalling circumstances. The ambassador is in Egypt. "HENRY WHITE."

The lord mayor of London, Horatio Devid Davies, sent the following message to the United States ambassador, Col. 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 soldiers."

Sympathy From Emperor William.

BERLIN, Feb. 17.—Emperor William cabled direct to President McKinley, expressing his most heartfelt sympathy at the loss of the Maine and so many brave officers and men.

From Queen Victoria.

WASHINGTON, Feb. 17.—A number of messages have been received at the state department from foreign governments, expressing regrets in connection with 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 battleship Maine and the members of her crew. I request 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, your most obedient, humble servant, "JULIAN PAUNCEFOTE."

Secretary Long received the following cablegram from the Russian minister of marine at St. Petersburg:

"I have just received the news of the Maine's terrible disaster. I beg you to accept my own and the Russian navy's sincere sympathy. "VICE ADMIRAL P. TYLOW, "Minister of Marine."

Secretary Long received the following during the day:

"I regret with all my soul the terrible catastrophe of the Maine and send my condolence for the victims and their families. Spanish navy is in mourning for American navy. SOBRAL, "Naval Attache, Spanish Navy."

APOLOGY IS OFFERED FOR DE LOME INSULT.

Spanish Cabinet Officially Disclaims Responsibility for the Minister's Letter.

MADRID, Feb. 17.—A decree has been gazetted, accepting the resignation of Senor Depuy De Lome as minister of Spain at Washington.

Following is the text of the royal decree which is dated February 10:

"According to the wishes of Senor Dupuy de Lome, in the name of my august son, King Alfonso XIII., and as queen regent, I accept the resignation he has presented of the post of envoy extraordinary and minister plenipotentiary at Washington, leaving him without employment, with the emoluments due him.

"MARIA CHRISTIANA."

WASHINGTON, Feb. 17.—Spain has officially disclaimed in positive manner the

Continued on Page 12.