

THE MAINE'S BURIAL.

The Civilized World Stops to Consider the Cause of the Havana Harbor Disaster.

THE TREACHERY OF SPAIN.

Undercurrent of Belief In Europe and America.

DIVIDED THEORIES.

An Investigation of the Disaster Ordered.

In the Meantime the President Requests the People of This Country to Withhold Judgment Until the Truth Has Been Made Known.

Washington, Feb. 16.—After a day of intense excitement at the navy department and elsewhere growing out of the destruction of the battleship Maine in Havana harbor last night, the situation tonight after the exchange of a number of cablegrams between Washington and Havana can be summed up in the words of Secretary Long when asked, as he was about to depart for the day, whether he had reason to suspect that the disaster was the work of an enemy. He replied: "I do not. In that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself, I certainly cannot. I should think from the indications, however, that there was an accident, that the magazine exploded. How that came about I do not know. For the present at least no other warship will be sent to Havana."

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give basis for the undercurrent of suspicion of treachery and foul play that ran through all minds, had a sobering effect upon public men of all shades and politics. The fact stands forth and is little less remarkable, that not a single resolution was introduced or a single speech made in either house of congress, save one of condolence with the families of the killed, offered by Mr. Boutelle and adopted by the house.

Public men expressed their opinions with reserve when approached, but everywhere there was a demand for an investigation and full details, in the light of which the horror may be justly viewed. Secretary Long undoubtedly summarized the general opinion of the majority of naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them of such a character that makes it easy to upset or prove them by a single investigation of a diver.

INVESTIGATION ORDERED.

Washington, Feb. 16.—Secretary Long has taken immediate steps to make a full investigation. Late in the afternoon he telegraphed to Admiral Sigsbee at Key West to appoint a board of naval officers to proceed at once to Havana, to employ divers and generally to make such inquiries as the regulations of the navy department demand shall be made in the case of a loss of a ship. It is expected that this work will take some time, and while there are officers who say that in their opinion it will not be possible owing to the probable condition of the hull of the ship to make sure the cause of the explosion, the opinion of the majority is that the question will be easily settled by a simple observation of the condition of the ship's hull plates in the neighbor-

hood of the hole which sank her, whether or not they are bulged out, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

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

OTHER EXPLOSIONS.

The department within recent years has been greatly troubled with reports of spontaneous combustion of coal in ships' bunkers which have endangered the lives of the crews and the safety of ships. The Cincinnati twice at least has been obliged to flood her magazines to prevent their blowing up during fires of this kind, and the cruiser Boston has been in the same condition. In some of these cases the shelving in magazines which separates the power have been charred by heat caused by burning coal in adjacent bunkers. Although bunkers are inspected under the regulations at frequent intervals so numerous have been these cases of spontaneous combustion, that the navy department only recently had a special board investigate the subject with a view to applying preventive measures. Unfortunately this board was prevented from making the thorough investigation necessary because no funds were applicable to the purpose. Even empty bunkers have exploded.

THE SPANISH THEORY.

The theory advanced by the Spanish authorities that the disaster might have been caused by the explosion of a boiler is accepted at the navy department as within the bounds of credibility. The magazine boilers were separated from the powder magazines at the nearest point by a space of about four feet, usually filled with coal. At least one boiler undoubtedly was kept under almost full steam in order to run the dynamo and move the ship in case of need. The explosion of such a boiler might easily drive through the bulkhead and fire the magazine.

Inasmuch as suspicion exists in some quarters that a torpedo was used against the Maine, it may be said that a majority of the naval officers believe that the character of the explosion was hardly such as could be attributed to a torpedo. The latter charged with about 100 pounds of powder or gun cotton, it is believed, would have torn a large hole in the bottom or side of the Maine, but was scarcely likely to fire the magazine, which is not near the bottom. It is said at the navy department that there is no lack of precedent for such disasters as that sustained by the Maine, all of which can be traced to accidental causes. In 1885 the United States man-of-war Missouri, then lying at Gibraltar, was totally wrecked by the explosion of her magazines. Another case famous in naval history is that of her majesty's ship Doterel. In 1887 she was lying at anchor off Puenta Arenas in the Straits of Magellan. An explosion occurred and left almost none of her crew alive. This was another case of magazine explosion, though it may have originated in the coal bunkers or the boilers.

FOOD FOR SHARKS.

How Many Victims of the Explosion Were Confined.

Washington, Feb. 16.—(Special.)—The most intense excitement prevails here in spite of an attempt to allay popular feeling by a leaning to the theory based on early reports from Havana that the explosion was an accident. A naval officer of the New York said it could not have been an explosion of the Maine's magazines, and prominent persons openly declare that the fearful calamity was caused by Spanish treachery. Congress before taking action will await definite information regarding the loss of the Maine, though a congressman said "we will wait impatiently." Consul-General Lee telegraphed this morning that he was not prepared to give the

cause of the explosion and would not state his belief as to whether it had occurred by accident or design. President McKinley asks the country to wait for definite information before passing judgment on the Maine disaster.

Secretary Long this morning received a long dispatch from Commander Sigsbee, in which he said that the disaster was fearful and that the number of men lost had been ascertained to be 263. Scores of the bodies have not been recovered and the harbor was rapidly filling with man-eating sharks. Many might have escaped after being thrown into the water but for the sharks, which are always present in the harbor.

EXCITEMENT OF THE MORNING.

Early Reports From the Maine Calamity.

Washington, Feb. 16.—The navy department was the scene of intense excitement before 9 o'clock this morning, but the officials had no news to add to that given in the latest Associated Press dispatches. At 11:20 o'clock Secretary Long received the following telegram from Havana: "Only two officers unaccounted for. The explosion was forward. To all indications the magazine, but cannot tell until an investigation is had. The sentry on the poop deck reports there were no boats in the vicinity when the explosion occurred." Another telegram to Secretary Long from George Bronson Rea, said to be a newspaper correspondent, said: "No excitement; all quiet; only feelings of sympathy and sorrow for the accident." Another telegram received at the navy department stated the missing men will number 270.

Secretary Long, for the president, has sent this telegram to Captain Sigsbee: "The president desires me to express for himself and the people of the United States his profound sympathy with the officers and crew of the Maine, also desires that no expense be spared in providing for the survivors and the care of the dead." The president has recalled his invitations for the reception this evening and tomorrow night owing to the disaster.

A WRECKING VESSEL SENT FOR.

While Secretary Long was with the president the following dispatch from Captain Sigsbee, commander of the Maine, was brought in: "Advise sending of a wrecking vessel at once. The Maine submerged except debris, mostly work for the divers now. Jenkins and Merritt still missing. Little hope for their safety. Those known to be saved are: Officers, 24, uninjured; crew, 18; wounded now on board the Ward line steamer, in the city hospital and hotel; fifty-nine so far as known; all others went down on board or near the Maine."

"The total list of missing is 253. With several exceptions no officer or man has more than a part of a suit of clothing that is not wet with harbor water. The Ward line steamer leaves for Mexico at 2 this afternoon. The officers saved are uninjured. The damage was in the compartments of the crew. Am preparing to telegraph a list of the wounded and saved. The Olive leaves for Key West at 1 p. m. Will send by her to Key West the officers saved, except myself, Mainright, Holman, Henneberger, Ray and Holden. Will turn over three uninjured boats to the captain of the port, with a request for their safe keeping. Will send all the wounded men to the hospital at Havana. (Signed) "SIGSBEE."

STORY OF A SURVIVOR.

Ward Line Passengers Who Saw the Explosion.

New York, Feb. 16.—A special to the Evening Telegram concerning the Maine disaster says: "James Rowe, the ship's cook, was the last injured of any that were brought off while I was there. I asked him how it happened. 'I don't know,' he replied, speaking with difficulty. 'I turned in my hammock at 8 o'clock and heard three bells strike. I don't remember anything more until I felt myself turning over and over and falling heavily upon the deck through a mass of smoke. I got on my feet and worked my way on deck. When I got there the superstructure deck was dipping under the water and I jumped overboard to keep from being drawn down in the suction. I was picked up by a boat from the Spanish man-of-war. Four more men were picked up by the same boat. They were Daniel Cronin, landsman; Charles Berryman, boatswain; Albert John, seaman, and Bloomer, landsman.' One poor fellow whose face was injured past all recognition was lying in a cot in the hospital. I asked him his name and he mumbled back through horribly swollen lips: 'My folks would feel uneasy if I told you.' "So far as I can learn now the explosion took place in the magazine used for the storage of gun cotton for the torpedoes. The vessel lies with her bows wholly submerged and only part of her stern showing. The explosion, which shook the city from one end to the other, created the wild-

est excitement. The electric lights were put out by the shock. Captain Sigsbee was on deck when the explosion came. It was in the bow of the vessel. A sentry stationed at the bow was unhurt. He had seen nothing suspicious."

HOW THE MAINE DIED.

New York, Feb. 16.—A special copyright cable to the Evening World from Havana says the officers of the Maine state that the explosion was in the central magazine, and the Maine was raised out of the water and then went partially to pieces. The dispatch continues: "All the officers but the surgeon were in the ward room at the moment of the explosion. Then came a stupendous shock. All the officers below rushed on deck, but could get no farther forward than the middle superstructure on deck. Only a very pitiable few of the 350 Jack tars ever got from below. The water rushed in on them and many were stunned and drowned, but not mangled. It is not likely that more than forty sailors were saved. The officers on deck narrowly escaped. In the junior officers' mess hall all had to clamber out in the wreckage waist deep. One ladder from the aft torpedo compartment was jammed with men struggling up for life. All agree that the double explosion occurred from the natural result of the under-water explosion of the magazines."

The dispatch says the account of the passengers on the Ward line steamer City of Washington, which was lying 300 yards from the Maine, bears out the foregoing statement. The cablegram adds: "The brass pipe, angle iron, etc., fell in a shower on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke came cries for help. Simultaneously with the cessation of the falling fragments search lights were thrown on the deck and its load of agony. The Spanish boats from the shore lined with those of the Washington alongside at once, but the regular ferry boats passing soon after the explosion, did not stop to offer aid."

PITIFUL APPEALS.

It Is Possible That the Maine May Be Resurrected.

Washington, Feb. 16.—The list of survivors sent to the navy department this afternoon in answer to telegrams was inaccurate and made out the loss of life eight more than the summary originally given by Captain Sigsbee in an earlier telegram, so Secretary Long telegraphed for another corrected list and also one that should show who were and who were not wounded of the survivors. It was found necessary to do this owing to the great number of pitiful appeals for information as to the safety of unfortunate on the Maine that came from all parts of the country.

Naval officials in the light of dispatches thus far received say it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana the new floating dry docks would receive her if she should only be gotten above water. Captain Sigsbee evidently is taking an interest in the future of the ship, for he sent a telegram to Commander Forsythe at Key West that was promptly transmitted to Secretary Long, suggesting that a lighthouse vessel or some such small craft be stationed in Havana harbor to watch over the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by divers.

THE ONCE PROUD MAINE.

A Description of the Tangled Wreck in Havana Harbor.

New York, Feb. 16.—A special cable to the Evening World from Havana says: "I have just seen twenty-nine sailors of the Maine silently enduring the torture caused by powder skinned faces and broken bones and mangled flesh. They are being well cared for in the military hospital at San Ambrosio here. The less seriously injured men are in the City of Washington. The severely wounded men will have the best of attention also from the men and women of the American colony. All the injured show great grit. You cannot hear a whimper from one of the twenty-nine swathed forms nor from those anywhere else.

"The heavy rainfall which immediately followed last night's horror still continues in a dreary, dismal drizzle. Out in the bay lies the wreck of the once proud Maine. Her steel upper deck forward has been completely lifted and turned over on her starboard side. None of the big guns in the turrets are visible. The Maine is slightly listed to port and all of the forward massive cranes for the unloading of the ship's boats have completely disappeared. The big funnels lie flat upon the twisted and gnarled iron braces and the pliers of the steel

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OVER SHADOWED ALL

Something Else to Think About Than Legislation.

THE BANKRUPTCY BILL

But the Debate on it Attracted Little Attention

The Senate Spent the Day Considering the Appropriations for Coast and Harbor Defenses. The Maine Disaster.

Washington, Feb. 16.—The debate on the bankruptcy bill, which is to continue until Saturday, when a vote will be taken, opened in the house today, but it attracted little attention, the interest of the members being entirely absorbed by the disaster to the Maine. At times the hall was almost deserted, the members being congregated in the lobbies and cloak rooms discussing the accident and speculating upon its probable consequences.

Just before the house adjourned Mr. Boutelle, chairman of the naval committee, presented a resolution which was unanimously adopted, expressing regret for the disaster, condolence with the families of those who lost their lives, and sympathy with the injured.

THE SENATE.

Washington, Feb. 16.—The discussion on coast defenses and harbors was a feature of the senate session today. Many senators took the ground that the appropriations should be for the full amount of the estimates by the war department instead of some millions less. Senators Perkins and Hale said that it was the policy of the appropriations committee to make an annual expenditure of \$10,000,000 a year for fortifications. Senators Stewart, Hawley, Chandler and Lodge spoke in favor of increases. Senator Teller also advocated liberal expenditures and during his remarks made significant allusions to Cuba and Hawaii.

ACTED TOO HASTILY.

Ambassador White Says American Fruits are Being Admitted.

Washington, Feb. 16.—It is intimated that the German authorities are beginning to believe that they have acted with undue precipitation in the enforcement of the decrees excluding American fruits, and it is said that a disposition has been shown to attribute the severity of the action taken to the excessive zeal of subordinate officers stationed at the principal ports and on the frontier.

Today Ambassador White cabled the state department that the present importation of live plants was absolutely prohibited, but that fresh fruit not infected was being admitted freely. Inasmuch as the value of the live plants and shrubs exported from the United States to Germany last year was only a little more than \$8,000, the last phase of the exclusion decree is not regarded as of very large importance.

DRAWING TWO PENSIONS.

The Charge Brought Against Benjamin Dowart, Alias Dawart.

Washington, Feb. 16.—Benjamin Dowart, alias Benjamin Dawart, of Company C, 23d United States Infantry, and of Company D, 12th United States Infantry, has, according to the records of the pension office, been drawing two pensions since 1889. Yesterday he was arrested under a charge of filing false claims, and admitted to the pension office officials his guilt. Dowart was until recently domiciled at the soldiers' home in this city, where he was transferred from Hampton. According to the statement of the supervising examiner to a reporter, Dowart has been drawing two pensions since 1889. His first pension for services in the 23d United States Infantry was granted in 1875, and since that time he has been drawing a pension for that service of \$10 per month. In 1889 he was granted a pension for services in the 12th United States Infantry of \$17 per month, and since that time he has been regularly drawing both pensions. One was drawn from the San Francisco agency, while the other came from the Philadelphia. According to the evidence adduced, Dowart's practice was to draw one pension and have one notary subscribe to it, and then take the other certificate and have a different notary certify to his signature. In this way he kept up the deception. Some time ago he made the fatal mistake of applying for an increase. In the investigation which followed the duplication was discovered, and the case was heard before United States Commissioner Mills today, and the prisoner bound over in \$1,000 bonds to await the action of the grand jury.

AMERICAN HORSES.

Germany Will Receive Them If They Are Sound.

Washington, Feb. 16.—Dr. Von Holleben, the German ambassador, today made this statement to Secretary Sherman concerning the reported intention to exclude American horses from Germany.

"Certain declarations of the royal Prussian minister of Agriculture have evidently been distorted. The minister answered to an inquiry made to him in the Prussian diet that he had decided to wait to see if any evidence might be furnished of veterinary dangers from the importation of American horses. Only then, viz., in case such dangers should have been proved, would there be reason to take energetic measures or impose a guarantee, as far as we are entitled to do so."

WANTS WATKINS OR HIS MONEY.

Miss Ferguson Sues 80-Year-Old Man for Breach of Promise.

Anderson, Ind., Feb. 16.—Miss Lida Ferguson of Bethel, O., today began action against Francis Watkins, an 80-year-old man of this city, for breach of promise. She will be satisfied with \$10,000.

Miss Ferguson and Mr. Watkins met in this city a year ago. Watkins' aged wife having recently died, he fell in love with Miss Ferguson, according to the latter's statement, notwithstanding the difference between their ages, she being less than 30. A correspondence was kept up when she went to Bethel.

On Jan. 18 she came to Indianapolis, by appointment, and they were to be married in rather elopement order. But Watkins' two daughters—both unmarried and as old as the bride-elect—had got hold of the intentions of their father and Miss Elizabeth managed to visit Indianapolis and headed off her father by meeting the bride-elect at the depot and telling her that it was all off. She then managed to get hold of her father and by a vigorous storming of the castle got him to promise that he would not marry.

Miss Ferguson came to this city, but Watkins did not see her, and she finally returned to Bethel.

She said to her attorneys that she had so much faith in him that she burnt up all of his letters, which she claims were of the red-hot order, worthy of a lover of 16.

Watkins is one of the pioneers of this county. He has retired, has pretty residence, considerable cash and an unapproachable, dignified character. He is a Methodist deacon.

MISS BENSER'S ESTATE.

Former Guardian, R. B. Ivory, Files His Account at Pittsburg, Pa.

Pittsburg, Pa., Feb. 16.—R. B. Ivory, who was recently removed as guardian of Miss Edna Benser, filed his account in the orphan's court today.

The accountant does not charge himself with any personal estate, but admits that he received \$80,000, or nearly half of the estate, from T. J. Robinson, the Rock Island trustee. When Miss Benser filed her petition for Ivory's removal she did not know he had received more than \$63,000.

Ivory says he paid \$1,000 to the American Surety company of Chicago for the indemnity bond to secure Robinson, advanced \$1,100 to Benser and invested \$73,630 with borrowers. He says that out of the fee paid to him by Miss Benser he paid ex-Judge S. S. Menard of Illinois \$3,000.

JAPAN WON'T DELAY.

China's War Payments Must Be Made On Time.

Berlin, Feb. 16.—The Japanese minister has informed the Tsung-li-Yamen that Japan is unable to extend the terms for the payment of the war indemnity.

M. Dubail, the French charge d'affaires, has demanded an indemnity for the family of a Frenchman who was kidnapped by Chinese brigands in Tonkin, but who was subsequently liberated.

China will have eight days in which to make a favorable reply, failing which French action in the south will be necessary.

KANSAS CITY STOCK MARKET.

Kansas City, Feb. 16.—Cattle receipts, 8,200; native steers, \$3.75@5.47½, highest price paid since December, 1896; western steers, \$3.25@4.65; native cows and heifers, \$2.25@4.25; stockers and feeders, \$3.25@5.20; bulls, \$2.50@3.75; sheep receipts, 2,600; market active and steady; lambs, \$4.75@5.45; muttons, \$3.25@4.30.

WHEAT.

Chicago, Feb. 16.—May wheat was bringing \$1.03¼ at the close today, and on the curb sold as high as \$1.05¼.

PRICE OF COPPER.

New York, Feb. 16.—Lake copper firm at \$11.25@11.30.