



TALKS ON COAST DEFENSE

Senate Amends and Passes Fortifications Appropriation Bill.

INCREASE FOR POWDER AND PROJECTILES

House Adopts a Resolution of Condolence for the Families of Men Who Lost Their Lives in the Maine Disaster—Several Members Speak on the Bankruptcy Bill.

Washington, Feb. 16, 1898. A discussion upon coast defenses was the interesting feature of the Senate to-day. Many senators took the ground that the appropriations should be for the full amount of the estimates by the War Department instead of some four millions less.

In the early part of the day there was a discussion of the Kansas Pacific railroad sale, but no action was taken. At 1:35 the Senate went into executive session.

Open session was resumed at 3:15, when the fortifications appropriations bill was taken up. Mr. Perkins, in the course of a statement concerning it, said the committee on appropriations was unanimous in its action in increasing the aggregate sum appropriated by the House bill. Every member of the committee was in favor of peace, but all realized that the best way to preserve peace was to be prepared for war.

Mr. Stewart thought that the appropriations should be increased so that there should be no more talk about the defenseless condition of the coast.

Mr. Chandler (N. H.) wanted an increase made upon powder and projectiles which could be immediately available.

Mr. Gorman opposed the increase, saying the country could not, in view of the present condition of the finances, and for other reasons, afford the increase.

Mr. Stewart said we did not carry on our negotiations with foreign governments in a proper manner because our great cities were not properly protected.

Mr. Hawley favored liberal appropriations.

Mr. Lodge advocated steady policy looking to the proper defense of our sea coast cities.

Mr. Teller opposed the proposed increase, saying it was better to leave the amount as fixed by the committee. He agreed with those who did not consider a war among the early probabilities, but thought the time of peace was the time to prepare for war.

Still the indications were strong for a general war and while the United States might escape by drawing its head into its shell like a turtle, still we as a great nation should be prepared for any emergency.

Here Mr. Teller made an evident allusion to the condition of affairs in Cuba, saying it was our plain duty when a nation was conducting a war upon our borders contrary to international law and the rules of humanity to step to the front and tell that nation it must desist, let the consequences be what they might.

Mr. Teller also spoke incidentally of the Hawaiian question. He said that if the United States wanted to become anything more than a hermit nation and escape war only by submitting to insults it would have to prepare itself to take part in the affairs of the world. He not only wanted to provide the ships, but he believed in sending them where they were needed for the protection of our people and occasionally to places where their presence was demanded in the interest of the human race.

On motion of Mr. Pettus, the appropriation for the construction of sea walls and embankments was increased from \$30,000 to \$55,000.

An amendment offered by Mr. Chandler, increasing the amount appropriated for powder and projectiles for a reserve supply for armament and fortifications from \$650,618 to \$950,618, was accepted. This completed the consideration of the bill and it passed without division.

At 6:05 o'clock the Senate adjourned.

HOUSE.

The debate on the bankruptcy bill, which is to continue until Saturday, when a vote will be taken, opened in the House to-day, but it attracted little attention, the interest of the members being entirely absorbed by the disaster to the Maine. At the time the bill of the House was almost deserted, the members being congregated in the lobbies or cloak rooms discussing the accident and speculating upon its probable consequences. Just before the House adjourned Mr. Boutelle, chairman of the Naval Committee, presented the following resolution, which was unanimously adopted:

"Resolved, That the House of Representatives has learned with profound sorrow of the great calamity which has caused the destruction of the United States battleship Maine, and the appalling loss of more than 250 lives and the wounding of many others of the gallant defenders of our flag, and that the House expresses its sympathy for the injured and its sincere condolences with the families of those who have lost their lives in the service of the nation."

Before the question was put Mr. Bailey asked Mr. Boutelle if his committee was in possession of any information which threw any light upon the cause of the accident.

"I regret to say that we have no information," replied Mr. Boutelle, "upon

which a conclusion could be based. My own impression, which may not be of value, is that it was an accidental occurrence."

The speakers on the bankruptcy bill were: In favor of the measure, Messrs. Henderson (Rep.), of Iowa; Lanham (Dem.), of Texas, and Burke (Dem.), of Texas; in opposition to it, Messrs. Underwood (Dem.), of Alabama; Bell (Pop.), of Colorado; Henry (Dem.), of Texas; McKim (Dem.), of Arkansas, and Cockran (Dem.), of Missouri.

At 5:03 p. m. the House adjourned.

EXCITEMENT SUBSIDED.

Zola Trial Proceeds in a Comparatively Orderly Manner.

Paris, February 16.—The approaches to the Palace of Justice and the lobbies showed no evidences of unusual excitement to-day just before the opening of the ninth day of the trial of Mm. Emile Zola and Perreux. There was no demonstration upon M. Zola's arrival.

The presiding judge rejected M. Clemenceau's request of yesterday that he appoint a magistrate to question Madame de Boulancy regarding extracts from letters she has from Major Esterhazy.

General Pellieux, who conducted the investigation into the charges brought against Major Esterhazy, created a sensation by protesting against the acceptance of the evidence of "amateur experts who have not seen the original document," adding that he also desired to raise his voice "in the most emphatic manner" against "slanders which are calculated to destroy confidence in the hands of the army, at a time when danger is perhaps nearer than people believe."

Continuing, General Pellieux said: "I will prove to you here, with the papers in my hand, that the officer who wrote the bordereau belonged to the Ministry of War, was an artilleryman, and was seconded for service on the staff. An infantry man could never in his life have spoken of the things of which the bordereau speaks." (Sensation.)

"And now," exclaimed the general, raising his voice, "what remains of all this fabric? Not much. Yet they accuse officers of acquitting a guilty man in pursuance of orders." (Prolonged sensation.)

In conclusion General Pellieux said: "We should have been glad if the court-martial had acquitted Dreyfus, as it would have shown there was no traitor for the army, for all of us to mourn for."

The presiding judge refused to allow M. Laborie to make a reply to General Pellieux.

M. Scheurer-Kestner, the former vice-president of the Senate, called attention to alleged inaccuracies in the evidence of M. Teyssoniere, the handwriting expert. He said it was quite impossible that he, M. Scheurer-Kestner, had ever spoken to M. Teyssoniere of Major Esterhazy, because at the time referred to he had never heard Major Esterhazy's name. Therefore, he characterized that portion of the evidence as untrue.

M. Trarieux, the former Minister of Justice, was re-called, and he accused the general staff of conniving with M. Teyssoniere in order to paralyze the action of Colonel Picquart.

M. Moriaud, a stenographer, affirmed that the bordereau was in Major Esterhazy's handwriting, and he wanted to demonstrate this with the use of the black board. The presiding judge, however, refused to allow him to do so, and M. Moriaud entered into a technical explanation of his assertion, amid manifest impatience upon the part of those present. The court then adjourned.

OCEAN LINER LOST.

Eighty-Seven Lives Lost by the Wreck of the Flachet.

Teneriffe, Canary Islands, February 16.—The Compagnie Generale Transatlantique Line steamer Flachet, bound from Marseilles for Colon, was totally wrecked on Anaga Point, this island, at 1 o'clock this morning. Her captain, second officer, eleven of her crew and one passenger were saved. Thirty-eight of the crew and forty-nine passengers were lost.

The Flachet was built at Stockton, England, by Pearce & Co., in 1893. She was a stern screw, iron vessel of 1,239 tons net, and 2,175 tons gross register. She was 300 feet long by 36 feet beam and 25.5 feet depth of hold.

FILIBUSTER CAPTURED.

Kingston, Jamaica (Via Bermuda), Feb. 16.—A filibustering expedition destined for Cuba has been intercepted by the authorities and a quantity of arms and ammunition seized.

The American schooner Cora M., Captain Mitchell, last reported at Wilmington, N. C., is implicated. The seized material was shipped from Kingston as cargo of cement for transshipment to Cora M.

MORRILL OPPOSES ANNEXATION.

Washington, D. C., Feb. 16.—Senator Morrill, of Vermont, occupied the entire time of the executive session of the Senate to-day with a speech opposing the ratification of the Hawaiian annexation treaty. Mr. Morrill's speech was intended to show that the acquisition of the Hawaiian Islands would be against both good policy and the traditions of this country.

POSTMASTERS CONFIRMED.

Washington, D. C., Feb. 16.—The following Virginia postmasters were confirmed by the Senate to-day: C. L. Dillon, Pulaski City; C. T. Holtzman, Luray; W. L. Mustard, Pocahontas.

NOMINATED FOR JUDGE.

Richmond, Va., Feb. 16.—The Democratic legislative caucus to-night nominated Judge J. W. C. Blackstone, of Accomack county, to succeed Judge Benjamin T. Gunter, deceased, as judge of the Eighth Judicial Circuit.

APPALLING LOSS OF LIFE BY THE MAINE DISASTER

Ninety-Six Men Saved Out of the Crew Numbering Three Hundred and Fifty-Four.

HARDLY TO BE DOUBTED THAT THE EXPLOSION WAS ACCIDENTAL

Various Theories Advanced—The Ship May Float Again—Wounded Men Coming Home—Complete List of Survivors.

Washington, Feb. 16, 1898.

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

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

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds had a sobering effect on public men of all shades of political opinion. The fact stands forth, and is little less than remarkable, that not a single resolution was introduced or a single speech made in either house of Congress bearing on the disaster, save one of condolence with the families of those killed, offered by Mr. Boutelle and adopted by the House of Representatives. Public men expressed their opinions with reserve when approached for interviews, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed.

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of destruction of the Maine. There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a simple investigation by a diver. Secretary Long has taken immediate steps to make this investigation. Late this afternoon he telegraphed to Admiral Sigsbee, at Key West, to appoint a board of naval officers to proceed at once to Havana, employ divers and generally to make such inquiry as the regulations of the navy demand shall be made in the case of the loss of a ship. It is expected that this work will take some time, and, while there are officers who say that, in their opinion, it will not be possible, owing to the probable disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sunk her, whether or not they are bulged out, as would be the case if the explosion came from inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker; the overheating of the iron partitions between the boilers and the magazine or from the explosion of a boiler, though the last theory finds little support. The lists of survivors that came to the Navy Department this afternoon in answer to telegram, was inaccurate and made out the loss of life eight more than the summary originally given by Captain Sigbee in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show who were and who were not wounded of the survivors. It was found necessary to do this owing to the great number of pitiful appeals for information as to the safety of some unfortunate on the Maine that came from all parts of the country.

The naval constructors, in the light of the dispatches thus far received, say that 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 drydock would receive her if she could once be gotten above the water. Captain Sigbee is evidently taking an interest in the future of the ship for he sent a telegram to Commander Forsyth, at Key West, that was promptly transmitted to Secretary Long, suggesting that a light house vessel or some such small craft be stationed in Havana harbor to watch over the wreck. The latter, even if beyond resurrection, contains valuable ord-

nances and other property that doubtless can be secured by divers.

It is said at the Navy Department that this disaster is the greatest of the kind in naval history since the sinking of the big British warship Victoria by collision with the Camperdown in the Mediterranean off Malta, June, 1893. By that accident the British admiral commanding, twenty-two officers and 336 men lost their lives.

The Spanish Legation was early advised of the horror by Captain-General Blanco, who expressed his profound regret, and added that the occurrence was a chance accident, the undoubted cause being an explosion of the boiler of the dynamo. This was the only specific cause assigned from an official source during the day. Senior de la Cruz, the Spanish Charge, called at the State Department to express his profound regret, and the entire Spanish staff left their cards at the Navy Department as a mark of personal condolence. At all of the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon, of France; Sir Julian Pauncefote, of the British Embassy, and other foreign representatives called on the President or at the State Department to express their regrets.

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

Mr. Jenkins was born in Allegheny City, Pa., June 26, 1865, and was appointed naval cadet September 28, 1882, by Representative Thomas M. Bayne, of the Twenty-third Congressional District. After a short cruise on the Atlantic he was graduated June, 1888, after which he served successively on the Galena, Kearsarge and Swatara. He was next attached to the coast survey and served with it until February, 1890, when he was again ordered to sea on the gunboat Bennington. From June, 1893, to September, 1895, he was on ordnance duty at the naval proving grounds, Indian Head, Md., and on September 18, 1895, he was ordered to the battleship Maine and has since been attached to that vessel with the exception of a short interval in the spring of 1897. He reached his present grade of junior lieutenant in January, 1897. He had many friends in the city and was regarded as a most capable and efficient officer.

Assistant Engineer Merritt was born at Red Oak, Montgomery county, Pa., April 12, 1872. He was appointed to the Naval Academy September 19, 1891, graduating at the head of his class four years later. He went to sea on the Amphitrite and was subsequently transferred to the Indiana, receiving his final graduation July 1st, 1897. After a short service at the New York Navy-yard he was ordered to the battleship Maine September 10, 1897, and has since been attached to that ill-fated vessel. Although his naval service has been short it is said at the department to have been extremely creditable.

Captain Dickens, chief of the Navigation Bureau, expressed the opinion to-day that the explosion took place in the magazine of the Maine. He said that this was evident for the reason that the ship was afloat for an hour after the explosion. Had a torpedo been fired under the battleship she would have sunk almost immediately.

Secretary Long, for the President, has sent this telegram to Captain Sigbee: "Sigbee, U. S. S. Maine, Havana: "The President directs me to express for himself and the people of the United States his profound sympathy with the officers and crew of the Maine and desires that no expense be spared in providing for the survivors and the care of the dead."

(Signed) "JOHN D. LONG, Secretary."

The President has recalled his invitations for receptions this evening and to-morrow, owing to the disaster which has befallen the American navy.

The President and several of his cabinet associates held an extended conference about noon. It was not a cabinet meeting, as no notices had been sent out, and only Secretary of the Navy Long, Secretary Gage, Attorney-General Gilgus, Postmaster-General Gary and former Attorney-General McKenna were present. The disaster to the Maine was the only topic considered.

About 12 o'clock the cabinet officers came from the President's office. One of them stated that the President had given directions that all official information relating to the disaster should be given to the public. A message was received late in the day stating that the total loss or missing number 253. The cabinet officers stated that there were many evidences that the disaster was the result of accident. This afternoon Secretary Long sent

the following dispatch to Commandant Forsyth, at Key West:

"Admiral Sigsbee ordered to come to Key West, with his ship, and serve out clothing as necessary. Should he not arrive before the Olvette you are authorized to purchase the necessary articles and serve out."

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 magazine. Another case famous in naval history is that of Her Majesty's ship Doterel. In 1887 she was lying at anchor off Puente Arenas, in the Straits of Magellan. An explosion wiped the ship from the face of the waters 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 boilers.

VIEWS OF PUBLIC MEN.

Senator Hale, chairman of the Committee on Naval Affairs and a member of the Committee on Appropriations, said that he had just come from an interview with the Secretary of the Navy and that he felt confident that the Navy Department would institute a thorough investigation into the disaster. The Senator expressed the opinion that Congress would take steps to prevent the decrease of the navy, but did not undertake to say that there would be immediate efforts to replace the Maine.

Senator Warren, of Wyoming—"If it should develop that the Spanish had anything to do with the occurrence both the United States Navy and Army ought to be summoned to take the matter up in earnest. If it should prove to be an accident, it should be carefully investigated, for it is high time that such accidents were brought to a close."

Senator Clay, of Georgia—"The presumption is that the Navy Department will give careful and thorough attention to the matter, and that it will make such report as it may deem necessary. If then it becomes necessary for Congress to act I am sure there will be no hesitation in dealing with the matter. There is no proof that the Spanish are in any way responsible for this serious calamity, and we should be slow to make charges without proof to substantiate them."

Senator Perkins, of California—"The situation in Havana is so critical and the Spanish feel so keenly what appears to many of them an affront that the Maine should have been in the harbor that it seems not unlikely the catastrophe was due to the action of Spanish sympathizers. That it was an accident I feel assured and that it was due to treachery I am convinced."

Senator Mills, of the Committee on Foreign Relations, expressed the opinion that the occurrence was the work of a torpedo. "I would not say," he said, "that the Spanish were responsible for it, but some one must have been who had free access to the waters of the bay. I don't think it could have been due to an accident and I think Congress should immediately take the matter up for a thorough investigation."

Representative Newlands, of Nevada, member of the Committee on Foreign Affairs, said it would be very hard to convince the American people that the explosion was an accident. He would not wish to express an opinion until further information was received. Mr. Cummings, of New York, a member of the Naval Committee, unhesitatingly gave it as his opinion that the ship had been blown up by a floating torpedo.

Representative Adams, of the same committee, says that everything indicates that the explosion was an accident, and occurred inside the ship.

Representative Mercer, of Nebraska, said this afternoon: "If the death of 253 American sailors can, upon investigation, be traced to Spanish origin, nothing will satisfy the American people except war."

DISCUSSED IN COMMITTEE.

The Maine incident formed the principal topic of consideration by the Senate Committee on Foreign Relations at its meeting to-day. The opinion generally expressed by members of the committee in this informal conference were to the effect that the occurrence was one of very serious import and that it may result in grave complications unless Spain can make it very plain that no Spaniard was in any way responsible for it.

"It is too serious to talk about at present," said Senator Lodge, while Senator Cullum said: "I am too mad to talk about it," to which he added: "I can't see how the explosion could have been the result of an accident, and I think the time is rapidly approaching when this country must do something."

CAPTAIN SIGSBEE RETICENT.

Havana, February 16.—Captain Sigbee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion, said:

"I cannot yet determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

SAILORES IMPRISONED BY WATER.

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

"All but the surgeon were talking in the ward room at the moment of the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure

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GOVERNOR'S SUGGESTION

Recommends Appointment of an Interim Legislative Committee.

REVENUE AND CONSTITUTIONAL AMENDMENTS

Employers' Liability Bill Defeated—

House Passes Bills to Reduce Fees of Commonwealth's Attorneys and Magistrates—Clash on Appropriation Bill Expected.

(Special Dispatch to The Virginian.)

Richmond, Va., Feb. 16, 1898.

There were many persons from the Norfolk district here to-day, among them being A. C. Cromwell, of Norfolk county; J. P. Lawler, of Norfolk; W. W. Dey, of Norfolk; Capt. E. W. Owens, of Norfolk county; Treasurer Herman, of Norfolk; Col. R. C. Marshall, of Portsmouth; George and Harry Booker, of Old Point; "Dug" Smith and Dr. J. H. Crafford, of Warwick; Dr. A. C. Jones and L. P. Stearnes, of Newport News. The most of these gentlemen were here in opposition to the bill reducing the fees of jailers.

The Senate to-day defeated the employers' liability bill. This measure received only five votes less than its opponents conceded to it. The speakers to-day were Messrs. Flood and Mushback, both of whom opposed the measure. There was a great crowd in and about the Senate chamber while the debate was being concluded and during the roll call. The only Senators who voted for the bill were Messrs. Claytor, Clement, McIlwaine, Turnbull and Withers. Twenty-six Senators voted against the measure.

The Senatorial primary bill was on the calendar as the special order to-day, but on account of the debate on the employers' liability act it went over until to-morrow as the special order. The Withers constitutional convention act is also a special order for to-morrow. It is understood that the primary measure will be first disposed of. The debate on it will be brief. While there will be six speeches, all of them will be short.

The House passed the measures to reduce the fees of Commonwealth's Attorneys and magistrates. Mr. Winborne is the patron of these bills. They were ordered to their engrossment several days ago, but not until to-day did the fifty-one votes necessary to pass them show up.

At the meeting of the Senate Committee on Public Institutions to-day Mr. Watkins' bill to protect the pupils of female schools was rejected and a substitute was reported for it. This substitute simply amends the law on the statute books which gives to the Councils of cities the right to pass ordinances to punish persons who loiter about female schools and otherwise annoy the pupils. The amendment gives to the town Councils the same authority as now belongs to the city Councils.

It begins to look as though the only reform measures that would be carried out would be those to abolish the Registry of the Land Office and the State Board of Agriculture. For it is by any means certain that those departments will be abolished.

The Senate will have its appropriation bill ready early next week. It can be stated that there will be a big fight over it. The Committee on Finance realizes that the measure that that body will report will occasion much debate and nearly everybody here believes the Senate and the House will have a deadlock over the appropriations.

If the Academy of Music cannot be secured by the Legislative committee for the meeting to be addressed by Congressman Bailey next Tuesday night, an effort will be made to get the Armory Hall, which holds three thousand people. Mr. Bailey will be handsomely entertained while in the city.

Governor Tyler's recommendation of a commission to amend the constitution meets with the favor of some of the members of the Legislature, but upon the whole, the proposition appears to have but few advocates. A constitutional convention outright is what those who advocate organic reform desire.

The Senate this afternoon passed by a vote of 25 to 9, the bill to enlarge the penitentiary. The measure carries an appropriation of \$100,000.

An effort was made by Mr. Flanagan to have the vote by which the bill to amend the Code in relation to express companies was ordered to its engrossment reconsidered, but it failed, and the act was passed. During the discussion over this measure Mr. Barksdale took occasion to denounce a Norfolk paper for its criticism of the members of the Legislature.

The Wharton bill to prevent combinations among fire insurance companies for the purpose of controlling rates, was made the special and continuing order for February 22d in the Senate.

The following message was sent to the General Assembly by the Governor this morning:

GOVERNOR SENDS A MESSAGE.

To the General Assembly of Virginia:

Your session is fast drawing to a close, and I am fully aware that the work of the Legislature has been arduous and delicate.

The members of both houses are to be congratulated upon the faithful and earnest manner in which they have dis-

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