



STILL IN DEEP MYSTERY

Little More Known of the Cause of the Destruction of the Maine.

THOROUGH INVESTIGATION TO BE MADE

Sensational Stories Discredited by Official Dispatches—Messages of Sympathy Received from Abroad—Scenes in the Hospitals—Funeral of the Victims.

Washington, Feb. 17, 1898.

The government has settled back into a waiting attitude in respect to the terrible marine disaster in Havana harbor. The great shock caused by the news has given way to a calmer and more judicial state of mind and realizing from the events of the day that the court of inquiry is the sole dependence in the search for the cause of the Maine's loss, the naval officials are now resigned to await the results of that inquiry by a court ordered to-day by the Navy Department. There was little new to add to the sum of information as to the disaster during the forenoon. No telegrams came and all that could be gleaned was the denial of some absurd story or other that had crept into print or become current gossip. The news of the day all came in the late afternoon in the shape of Captain Sigbee's report of the authorization of the funeral of his dead sailors, and General Lee's graphic story of the terrible struggle for life in the dark hull of the Maine.

The officials of the Navy Department devoted the day to the effort to correct the lists of the living and dead; to answering frantic telegraphic appeals from relatives of men on the battle ship, and last, but not least, in meeting with unwavering courtesy and patience the exacting demands upon their time of the press representatives. The disposition of the survivors, Captain Dickens, acting chief of the Navigation Bureau, has arranged for as well as could be from this distance. The wounded sailors in the Havana hospitals, on the Spanish flagship and elsewhere, when not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy any and everything necessary, food, clothing, delicacies and hire nurses and physicians. The wounded are to be taken care of in the marine hospital there. The sound survivors will be quartered in the spare army barracks there. As for the Maine herself, notwithstanding discouraging reports from Lieutenant Hood as to her condition, the Navy Department will make an effort to raise her. While this is required by every credible sentiment, they say that they are bound to remove the hull from the small harbor in any case, and it may be as easy or easier to raise her as it would be to destroy the hull and machinery by the use of divers and dynamite. It is believed that this work can best be done by private contracting corporations and negotiations are already afoot for plying the contract based on work by the day at an estimated cost of \$200,000.

At the Navy Department specific denial was given to the report emanating from Madrid that a torpedo flotilla was about to leave Key West for Cuba. It was stated that only two torpedo boats, the Cushing and the Edsall, are at Key West. These have not been ordered and will not be ordered, according to present plans, to Cuba. It was strongly asserted that no present purpose existed of sending any warships there.

Senior Dulace, the Spanish charge, had received no instructions up to 6 p. m., as to going to New York and stopping the Spanish ship Vizcaya from entering the port, and reports to this effect were discredited. The air of suppressed excitement which characterized the movement of the employees and visitors at the White House yesterday was not noticeable to-day. There were comparatively few visitors during the morning hours, and for a considerable time in the middle of the day the White House bore an almost deserted appearance. Only a limited number of members of Congress called during the morning and the interviews were brief. Postmaster General Gary was the only member of the Cabinet who called and his business related entirely to departmental matters. Assistant Secretary Day saw the President for a few minutes, but he had nothing of importance to communicate until after 4 o'clock when he carried to the White House official information of the closing of the deLome incident.

So far as could be learned the only information as to the situation in Havana that reached the President direct came through the Associated Press. On the streets there was noticeably less excitement than yesterday, when the people were loth to believe that under the circumstances the loss of the Maine could be traced to other than Spanish sources.

All the flags throughout the city including those on the Capitol and the department buildings, are flying at half mast to-day, and among the others is conspicuous that of Cuba Libre, which flies from the staff on the Hotel Raleigh, the headquarters of the Cuban Junta. A bulletin from Key West was received here this morning to the effect that divers had found an eight inch percussion hole in the bottom of the Maine. Also that all doubts of the torpedo work

will be removed. The Navy Department absolutely discredits this story.

Secretary Long said that there is no such thing as a percussion hole; that there is no eight inch torpedo, and there is another way in which such a hole could be accounted for. It is of course possible that a shell exploded inside the ship had pierced a hole of that kind in the outer skin, but that would be readily revealed by the character of the angle, and whether or not the skin was bulged in or out around the puncture. It is more likely if there is any hole at all of the kind that it is simply the outlet of one of the numerous pipes from the inside of the Maine.

Secretary Long positively denies that Captain Sigbee 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. The Key West bulletin regarding the finding of a hole in the bottom plate of a torpedo was sent to the White House by the Associated Press and was shown to President McKinley. His only comment was that it was the first he had heard of it. The President does not wish to make any statement concerning reports that come regarding the disaster, but he permitted the fact to be known that the administration had no advice tending to confirm the Key West report.

COURT OF INQUIRY.

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

Captain Simpson, president of the court; Captain Chadwick, Lieut.-Commander Schroeder, Lieut.-Commander Marix. Captain Simpson, president of the court, is commander of the battle ship Iowa, now at the Tortugas; Captain Chadwick is commander of the New York, at Key West; Lieut.-Commander Schroeder is executive officer of the battle ship Massachusetts, now at the Tortugas; Lieut.-Commander Marix is executive officer of the Vermont. He was formerly with the Maine as executive officer before the death of Lieut.-Commander Wainwright, who relieved him.

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

It is believed that under the most favorable circumstances this investigation cannot be made for several days. Lieut.-Commander Marix, who will be a member of the court of inquiry, left Washington at 11 o'clock to-day by train for Key West and he is supposed to be assigned to duty as judge advocate of the board. Probably the board will be conveyed from Key West by the Olive or one of the light-house tenders, as it is again stated to-day that the Navy Department has no intention of sending another man-of-war to Havana immediately. General fear is expressed by the older officers of the Navy Department that the destruction of the Maine has been so complete, at least in the forward part of the vessel, where the explosion is supposed 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.

COAL BUNKER THEORY.

It may be said, however, that nothing has yet developed in the news from Havana as to the appearance of the wreck or in the conflicting stories of the survivors to change the opinion of the majority of the officers stationed at the Navy Department, that the Maine sunk as the result of an external explosion. As to the origin of this explosion there is still a wide difference of opinion, but the coal bunker theory to-day finds very many more strong supporters than any other theory. This theory is based on the supposition that spontaneous combustion in one of the bunkers, which in the Maine are separated from the magazine forward by a single thin partition of iron, ignited the magazine and caused the destruction of the vessel. Proofs of similar fires on other vessels of the navy are being produced in profusion at the Navy Department to-day.

Captain Royal Bradford to-day produced the quarterly report required by regulations to show exactly the state of the Maine's coal supply and the quality of the coal. At the end of December the vessel had fifty-two tons of coal only in her bunkers. This was made up of Pocahontas and New river coal. Captain Bradford said that Pocahontas is the standard naval coal and is rated at 100. New river follows next and is set down at 90 per cent. These are semi-bituminous coals of a quality closely approaching that of the celebrated Welsh navigating coal, the British naval standard.

In the opinion of Captain Bradford neither of these coals is particularly subject to spontaneous combustion. Since the Maine has been in the Gulf of Mexico, however, she probably consumed a good part of this coal and replenished her stock from the naval store at the Key West station. The coal there taken on was anthracite, which Captain Bradford said "is no more subject to spontaneous combustion than a pile of stones." The Maine took on 280 tons of this coal in December and in January, before she left for Havana, she loaded up with 271 tons more. This coal at Key West is kept behind a picket fence very

much exposed to any evil minded person who might desire to conceal a bomb therein, something which could only be effected with great difficulty after the coal was stored in the bunkers. In spite of the British reflections upon the discipline on American warships the officers here do not hesitate to say that in the matter of careful inspection of the coal bunkers, the magazines and the like our navy is second to none in the world.

Captain-General Blanco to-day cabled to Senior Dulace, charge of the Spanish Legation, giving the formal action of the insular government of Cuba, expressing to the President of the United States profound sorrow over the catastrophe to the Maine and the resulting loss of life to Americans. At the same time the Alcalde, or Mayor of Havana, sent resolutions of the municipality expressing to the President the grief of the authorities and the people of Havana. Senior du Bose presented the dispatches to Assistant Secretary Day, who laid them before President McKinley.

In execution of the decision of the President last evening to have a national observance of mourning, the following order was to-day communicated by telegraph from the War Department to the commanding officers of the army: "As appropriate honors to be deceased in the recent disaster to the battleship Maine, the President directs that flags at all army headquarters, military posts and on army buildings be displayed from sunrise to sunset at half mast until further orders.

SAMUEL BRECK, Adjutant General.

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

Admiral Sigsbee telegraphed Secretary Long from Key West this afternoon as follows:

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

DISPATCH FROM GEN. LEE.

The State Department this afternoon received the following dispatch from Consul General Lee:

Havana, Feb. 17.—Assistant Secretary Day, Washington: Merritt in Junior officer's mess room, Jenkins in ward room mess room at the time of the explosion. Latter left before another who was saved. Must have gone the wrong way. Lights out immediately and water rushing in. Merritt got to hatch with Naval Cadet Boyd. Ladder gone. Boyd climbed through and tried to pull Merritt up but latter let go his hands, fell back and was drowned. Bodies of these officers not yet found possibly in wreck. Sailors' funeral to-day at 3 o'clock. Will be an immense procession."

The following message has been received at the Navy Department at 3:35 p. m. from Captain Sigbee, at Havana:

"Secretary Long, Washington: General Blanco called on me personally at the hotel last night and also the mayor of the city. They have requested me to permit the government here to give 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 the burial has been secured. Is it assumed that I am expected by the department to bury the dead here? In fact, would be impracticable to transport 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 at 3 o'clock to-day. All here from the Maine will go, also a delegation from the Fern. Fifteen bodies recovered during operations. Operations prevented by rough weather."

There was unabated interest in both ends of the Capitol to-day in the Maine disaster, but expressions generally take the shape of inquiry for new light upon the subject and of demands for most rigid investigation.

The present disposition, especially about the Senate, appears to be to allow the matter to rest where it is until more light can be secured than at present.

The disaster to the Maine has aroused a feeling among members of the House in favor of extreme liberality in appropriations for the naval and military establishments, the practical result of which is likely to be the acceptance by the House, with little hesitating of the Senate amendments increasing the appropriations for fortification about \$1,000,000, the authorization in the naval appropriation bill of two battleships instead of one, and possibly the authorization of the entire dry-dock scheme recommended by the Secretary of the Navy. The recommendation of the Secretary of the Navy was for only one addition to the navy this year, a first-class battleship, but the loss of the Maine makes it likely that appropriations for two ships will be reported by the Naval Committee. The subject has not yet been considered by the Naval Committee, but most of the individual members of the committee yesterday and to-day expressed themselves as in favor of building a ship to replace the Maine and also of authorizing the ship recommended by the Secretary of the Navy.

A parliamentary complication has arisen in connection with the question of including provision for dry-docks in the naval appropriation which may keep such provisions out of the bill in the House. Two rulings of presiding officers in committee of the whole during the consideration of naval appropriation bills are against the inclusion of appropriations for dry-docks. The whole dry-dock scheme, it is estimated, would cost in the neighborhood of \$5,000,000.

FAMILIES WILL BE CARED FOR.

It is probable that the families of the victims of the Maine disaster will

be cared for by the Government as were the survivors of those who were lost in the Samoan hurricane several years ago, when fifty-four American officers and sailors were lost from the Nisipo, Vandalia and Trenton, which were wrecked on that occasion. Representative McClellan, of New York, introduced a joint resolution appropriating \$150,000 for this purpose in the House to-day.

The resolution is as follows: Resolved, by the Senate and House of Representatives, That the Secretary of the Navy be, and he is hereby directed, to pay out of any money in the Treasury not otherwise provided a sum equal to twelve months pay to the legal heirs or representatives of each officer and crew of the United States ship Maine who perished in the disaster in Havana February 15, 1898, and the sum of \$150,000, or so much thereof as may be necessary, is appropriated to carry out the provisions of this act.

A special act of similar tenor passed for the relief of the victims of the Samoan disaster. It is not customary to grant pensions to the widows or orphans of soldiers or sailors who die in time of peace, but Congress in view of the extraordinary circumstances, undoubtedly will be quick to grant the relief proposed by Mr. McClellan.

LIEUT. BLANDIN'S ACCOUNT.

Key West, Fla., Feb. 17.—Lieutenant John J. Blandin, of Baltimore, one of the Maine's survivors, who is at the Key West Hotel, gave the correspondent of the Associated Press this evening a succinct account of the disaster, saying that not until now has he been able to recollect the sequence of events in the awful ten minutes following the explosion Tuesday evening.

Lieutenant Blandin was on the Trenton at the time of the terrible disaster off Samna in March, 1898, when American and German vessels lost 24 men all told.

Lieutenant Blandin says: "I was on watch and when the men had been piped below, I looked down the main hatches and over the side of the ship. Everything was absolutely normal. I walked aft to the quarter deck behind the rear turret, as is allowed after 8 o'clock in the evening, and sat down on the port side, where I remained for a few minutes. Then for some reason I cannot explain to myself now, I moved to the starboard side and sat down there. I was feeling a bit glum and in fact was so quiet that Lieutenant J. Hood came up and asked laughingly if I was asleep. I said: 'No, I am on watch.'"

"Scarcely had I spoken when there came a dull, sudden razz. Would it be God that I could blot out the sound and the scenes that followed. Then came a sharp explosion, some say, numerous detonations. I remember only one. It seemed to me that the sound came from the port side forward. Then came a perfect rain of missiles of all descriptions, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would be detachable in an explosion.

"I was struck on the head by a piece of cement and knocked down, but I was not hurt, and got to my feet in a moment. Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed by the shock and about to jump overboard. I pulled him and he uttered that he had run to the poop to help lower the boats. When I got there, though scarce a minute could have elapsed, I had to wade in water to my knees and almost instantly the quarter deck was washed. On the poop I found Captain Sigbee, as cool as if at a ball, and soon all the officers except Jenkins and Merritt joined us. The poop was above water after the Maine settled to the bottom. Captain Sigbee ordered the launch and rig lowered, and the officers and men, who by this time had assembled, got the boats out and rescued a number in the water. Captain Sigbee ordered Lieutenant Commander Wainwright forward to see the extent of the damage, and if anything could be done to rescue those forward or to extinguish the flames, which followed close upon the explosion and burned fiercely as long as there were any combustibles above water to feed them.

"Lieut.-Commander Wainwright on his return reported the total and awful character of the calamity, and Captain Sigbee gave the last and order, 'abandon ship' to men overwhelmed with grief, indeed, but calm and apparently unexcited.

"Meanwhile four boats from the Spanish cruiser Alfonso XIII arrived, to be followed soon by two from the Ward line steamer City of Washington. The two boats lowered from the City of Washington were found to be riddled with flying debris from the Maine and unfit for use. Captain Sigbee was the last man to leave his vessel and left in his own gig.

"I have no theories as to the cause of the explosion. I cannot form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Havana harbor was full of torpedoes, but the officers whose duty it was to examine into that reported that they found no signs of any. Personally I do not believe the Spanish had anything to do with the disaster. Time may tell, I hope so.

"We were in a delicate position on the Maine so far as taking any precautions were concerned. We were friends in a friendly, or an alleged friendly, port, and could not fire upon or challenge the approach of any boat bearing us unless convinced that her intention was hostile.

"I wish the heaven I could forget it. I have been in two wrecks now and have had my share. But the recollections of that sudden yet resonant roar, as if the bottom of the sea were groaning in torture, will haunt me for many a day, and the reflection of that pillar of flame comes to me when I close my eyes."

VISITORS WERE ADMITTED.

New York, Feb. 17.—The Evening World has received from Sylvester Seovel, its correspondent at Havana, the following reply to an inquiry as to

whether strangers were allowed on the Maine the day of the disaster:

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

This dispatch bears date of to-day.

LIKE A PILE OF WRECKAGE.

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 12 metres of water forward and drew about 13 metres aft. The Spanish cruiser Alfonso XIII was about 200 metres from the American battle ship. The explosion so disoriented and twisted the battle ship that her remains now appear like a pile of wreckage. All the upper deck structure, turrets and guns, are in a heap, one boiler has been blown out of its place, and at 2 o'clock yesterday afternoon was still smoking on deck.

The foremost and how 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 bombs and a flag, and to-day ten more bodies were found in the harbor and taken to the morgue. It is impossible to identify them.

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

SCENES IN THE HOSPITAL.

Havana, Feb. 17.—The correspondent of the Associated Press visited the hospitals of San Ambrosio and the Alfonso XIII yesterday and again to-day and met Miss Clara Barton and John Elwood, of the Red Cross Society.

The scene was heartbreaking and the dressing of the wounds of the victims was a horrible spectacle. Some of them, however, were already much better, and they are carefully attended by Dr. Bernardo Moss, whose treatment is kindness itself. Two are near death, Carl A. Smith, whose leg and jaw were broken, and who is badly burned, and A. Anderson, who has burns all over his body. Both have received the sacraments. Very elaborate preparations were made for the interment of the dead. In the morning 22 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 of Havana bore the inscription "To the victims of the Maine." There is 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 are one from Lawton Childs, with the inscription, "To our brave dead sailors," a flower cross from the New York Morning Journal and Advertiser, an emblem from the Havana Yacht Club, and floral and other tributes from M. Carranza, Senora Emilia Maas, Lucia La Costa, Mrs. T. Gonzalez, Miss Catalina Cassa, Charles and George Barnett and a crown from the firm of Bohman Bros., with the inscription "To the victims of the Maine."

FUNERAL OF THE VICTIMS.

The interment of the martyrs 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:

The Municipal Guards on horseback, in full uniform; the City Brigade, the municipal employees, the Aldermen in seven splendidly decorated firemen's uniforms, the chief officers of the navy and army, and volunteers, representatives of various official bureaus and of the Custom-house, a committee representing the Chamber of Commerce, a delegation representing the grocers, the Council of Administration, representatives of the Treasury, the press and various political organizations; then the chief officers of the Maine, the representatives of foreign governments, the city magistrates, with their native bearers; Provincial Deputies, members of the general and regional automatic governments, the municipal mace bearers; then General Parrado, with four aides de camp, representing Captain-General Blanco (whose personal presence was not allowable under the law), having on his right United States Consul-General Lee and on his left the Mayor of Havana; the Marquis Larrinaga, Admiral Monterola, General Alamo and other officers, two companies of marine and infantry.

The funeral music was furnished by the bands of the Isabela La Católica and Pío III Co Battalions, which accompanied the bodies.

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

CONDITION OF WOUNDED.

Key West, Fla., Feb. 17.—The reports upon the Maine's wounded to-day are favorable. Every possible care is being bestowed upon them and both well and injured are brighter and better after a night's rest.

Admiral Monterola has summoned Captain Sigbee to appear before Military Judge Peral to make the necessary depositions.

The Associated Press correspondent here has had an opportunity to question a number of the officers and men who were aboard the warship Maine at the time of the explosion, and it is the universal opinion of all of them that the explosion was due to some interior cause, and not the result of the explosion of a torpedo on the outside.

(Continued on Sixth Page.)

FLAGS ON STATE CAPITOL

Will Fly at Half Mast Today as a Token of Grief.

HOUSE COMPLIMENTS CONSUL-GENERAL LEE

Senate Appropriation Bill Will Be Reported Saturday and Will Split the Legislature Wide Open—Sentiment Unfavorable to Governor's Recommendations.

(Special Dispatch to The Virginian.)

Richmond, Va., Feb. 17, 1898.

Senator Foster introduced and under a suspension of the rules, passed a bill to authorize the City Council of Norfolk to issue bonds for the purpose of having repairs made to the bridge over Smith's creek.

Mr. Bond, of Portsmouth, offered the following joint resolution, which was passed:

Whereas, the General Assembly of Virginia has learned with profound regret of the disaster to the United States steamship Maine in the harbor of Havana, Cuba, and whereas among the victims of that appalling explosion were twenty or more Virginians, and inasmuch as the United States has ordered the national flag to be placed at half mast as a mark of grief and respect to the dead, therefore be it

Resolved by the House of Delegates of Virginia, the Senate concurring, That the national and State flags over the State Capitol be lowered to half mast for twenty-four hours as a mark of respect to the Americans who perished as their post of duty, and especially to the Virginia victims of the catastrophe.

The debate on the Senatorial primary bill was begun in the Senate to-day. Mr. Barkdale opened with an eloquent appeal for the passage of the act. Mr. Wickham replied to him in opposition to the measure, and Mr. Blakey spoke briefly in advocacy of the bill. Further consideration of the act was postponed until to-morrow. There is no question about the fact that the bill will be defeated. This was admitted by both Mr. Barkdale and Mr. Blakey. There are about ten Senators favorable to the act.

The bill to require the laws of hygiene, especially as regards the effects of alcohol and other narcotics on the human system, to be taught in all schools receiving State appropriations, was debated in the House to-day. Judge Watkins, Mr. Diggs and Mr. Maupin advocated the passage of the measure, and Messrs. Duke and Carrington opposed it. A vote was not reached.

Governor Tyler's recommendations in favor of a commission to report as to what constitutional reforms are needed, does not meet with favor, and there is no probability of the suggestion being carried out. It is argued that it would be far better to hold a constitutional convention than to seek to patch up the present one. Members of the Legislature say also that if the commission proposition should be carried out the report would likely be torn all to pieces by the Legislature and practically nothing would be accomplished.

The Senate Finance Committee expects to report the appropriations bill on Saturday. It is nearly completed. This measure is going to occasion a long and heated contest. Members of the committee will not state any of the promises of the act in advance of submitting it to the Senate, but they admit that some of the features of it are calculated to split the Legislature wide open.

Governor Tyler has not signed the bill making it lawful for women to qualify as notaries public, and it is said he may not do it.

A sub-committee from the Senate and House will leave here to-morrow to inspect the State Hospital at Williamsburg, and the Normal and Collegiate Institute at Hampton.

The two houses elected Judge Blackstone to succeed the late Judge Gunter. He received all the votes cast. There is a lively contest on for the judgeship of the County Court of Accomac, there being three or four candidates in the field.

Three joint resolutions were introduced in the House for the purpose of providing for the appointment of constitutional commissions, which were referred to the special committee on retrenchment and reform.

Mr. Murphy, of this city, offered the following resolution in the House, which was agreed to:

Be it Resolved, 1. That the Legislature of Virginia recognizes with pleasure the wise courage with which Fitzhugh Lee is guarding the interests of American citizens, amid the difficulties of the revolution in Cuba.

2. That it feels a just pride in the brave conservatism which he has shown in maintaining the dignity and the rights of the United States amid the perplexities of that conflict.

3. That in the name of Virginia they extend to him as one of her sons their recognition of a duty well done for the benefit of the whole country.

The bill to require hygiene to be taught in the public schools, passed the House this evening.

Mr. Branch K. Allen, a prominent merchant of this city died in South Carolina to-day.

The Bland Sunday law bill was heard to-night. Mr. Bland spoke for it, and Messrs. Joseph T. Duke and other gentlemen engaged in the trucking business, opposed it. The measure was referred to a sub-committee to report on Tuesday.