



MAINE DESTROYED IN HAVANA HARBOR.

THE SHIP IS BLOWN UP AT ANCHOR

Four Hundred and Twenty of Uncle Sam's Brave Boys Are Killed.

One of the Most Awful Disasters That Have Ever Overtaken the American Navy, and Spain is Open to Suspicion.

HAVANA, Feb. 15.—The Maine has blown up. Captain Sigsbee and various officers saved, and he says he believes about 100 men were killed and injured. The vessel is now burning and is sinking to the bottom of the bay. The detonation was tremendous. All Havana alarmed.

HABANA, Feb. 15.—Maine volado. Capitan Sigsbee salvado, con varios oficiales, y dice que cree hayan perecido a 100 menos cien hombres. El buque queesta ardiendo estos momentos, y a esta descensando fondo bahia. Detonacion fu tremenda. Toda Habana alarmada.

HAVANA, Feb. 15.—The American battleship Maine, lying at anchor here, was destroyed by an explosion at 10 o'clock to-night. Of her crew of 450 officers and men, only 33 are known to have been saved.

the deck was dipping under water, and I jumped overboard to keep from being drawn down by the suction.

The explosion shook the whole city and threw Havana into a panic.

"I was picked up by a boat from the Spanish man-of-war. Three more were picked up by the same boat. They were Daniel Cronin, a landsman; Charles Berryman, boatswain; Albert John, a seaman, and — Bloomer, a landsman."

It is understood at this writing that Captain Sigsbee and a few of his officers were visiting a merchantman in the harbor at the time of the disaster and are safe.

One poor fellow whose face is injured past all recognition is lying moaning 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."

None of the few survivors who have been seen can tell me how the explosion occurred. The injured are being taken on stretchers to the Casa de Socorro, where surgeons are in attendance.

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 bow wholly submerged and only a part of her stern showing.

James Rowe, the ship's cook, was the least injured of any that were brought in when I was there.

The explosion shook the city from end to end, and created the wildest excitement. All the electric lights were blown out by the shock. Fire engines rushed madly from one district to another, and no one knew for certain from which point the explosion came.

"I don't know, sir," he replied, speaking with difficulty. "I turned in my hammock at 8 o'clock and heard three bells strike. I don't remember anything until I felt myself turning over and over and falling heavily upon the deck, in a mass of smoke. I got on foot and worked my way on deck. When I got there the superstructure of

Some shouted the report that it was

The Maine was commanded by Captain Charles D. Sigsbee.

- Her other officers were: Lieutenant-Commander Richard Wainwright. Lieutenants G. F. Holman, John Hood and C. W. Yungen. Lieutenants (junior grade) C. W. Blow, J. T. Blandin, F. A. Jenkins. Cadets J. H. Holden, W. T. Cluverius, Amos Bronson, D. F. Boyd Jr. Surgeon L. G. Heneberger. Paymaster Ryan. Chief Engineer L. G. Howell. Passed Assistant Engineer E. C. Bowers. Assistant Engineers J. R. Morris and D. R. Merritt. Cadet Engineers Pope, Washington and Arthur Grenshaw. Chaplain J. P. Chadwick. Lieutenant of Marines A. W. Catlin.

the arsenal, others said it was a bomb, and it was not until 11 o'clock that the real cause was known.

Jenkins and Assistant Engineer Darwin R. Merritt. From the wording of the dispatch the Navy Department think it is possible that they were on shore at the time of the accident.

Consul-General Lee, who was at the Hotel Inglaterra, received a telephone message from General Blanco telling him that the Maine had been blown up. Lee hastened to the palace, where the Cabinet is now assembled.

Admiral Manterola ordered that boats of all kinds go to the assistance of the Maine and her wounded. The Havana firemen also gave aid, tending carefully to the wounded as they were brought on shore. It was a terrible sight. General Zolano and the other generals were ordered by Captain-General Blanco to take steps to help the Maine's crew in every way possible.

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Secretary Long received Captain Sigsbee's dispatch but a few minutes before the Associated Press dispatches were handed him. He received the news with apparent calm, and his first act was to comply with Captain Sigsbee's request that assistance be sent from Key West. He wired Captain Forsythe at Key West to proceed with the naval tender Fern to Havana harbor.

Captain Sigsbee said the explosion occurred in the bow of the vessel. He received a wound in the head. Orders were given to the other officers to save themselves as best they could. The latter, who were literally thrown from their bunks in their night clothing, gave the necessary orders with great self-control.

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The first theory was that there had been a preliminary explosion of powder or dynamite below the water, but this was ascertained to be not true. Admiral Manterola believes that the first explosion was of a grenade, but whether one of the ship's magazines blew up or whether a bomb was placed beside her and set off by the Spaniards is not known.

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SIGSBEE ASKS FOR SUSPENSION OF JUDGMENT.

Wants to Know All the Facts Before the American People Lay the Blame Finally Upon Spain.

WASHINGTON, Feb. 15.—I called upon Secretary of the Navy John T. Long at an early hour this morning, and he confirmed the Herald's dispatch that the Maine had been blown up and destroyed in Havana harbor. In answer to my questions, he said:

"Yes, I have received a report from Captain Sigsbee of the Maine, announcing that the battleship had been destroyed by an explosion in the harbor of Havana.

The captain cables that some were killed and many wounded, and that the Spanish soldiers did everything in their power to rescue those who were thrown into the water.

"Moreover the captain's dispatch speaks of the great kindness of the officers and citizens of Havana, who showered attentions upon the sufferers. They cared tenderly for the wounded. The captain, in his dispatch to me, also tells of the heroic work of the officers and men of the cruiser Alfonso."

"Mr. Secretary," I asked, "does Captain Sigsbee assign any cause of the explosion?" "No," replied the Secretary; "I presume that as yet the cause is a mystery."

The following was the dispatch received by the Secretary of the Navy from Captain Sigsbee:

"Maine blown up in Havana harbor at 9:40 last night and destroyed. Many wounded and doubtless many killed and drowned. Wounded and others on board the Spanish man-of-war and ward line steamer. Send lighthouse tender from Key West for crew and a few pieces of equipment. Vessel still above water. No one had other clothes than those upon him.

"Public opinion should be suspended until further report. All the officers are believed to be saved. Jenkins and Merritt are not yet accounted for. Many Spanish officers, including representatives of General Blanco, now with me and express sympathy. SIGSBEE."

The officers referred to in the above dispatch are Lieutenant Friend W.

able that they were on shore at the time of the accident. The Secretary of the Navy received another dispatch from Key West at the same time with the above, but its contents were not made public. The orders for the light-house tenders were at once sent to Key West in plain language, thus avoiding the delay that would have arisen from the use of a cipher.

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Secretary Long then sent for Captain Dickens, and the two discussed Captain Sigsbee's brief telegram. No other naval officers were present, and besides the Secretary and Captain Dickens the naval colony here is ignorant of this disaster, the greatest which has befallen the American navy since the storm in Apia many years ago.

The Secretary is inclined to believe that most of the officers of the Maine were on shore at the time of the accident, and it was still early in the night. While neither the Secretary nor Captain Dickens is inclined to discuss the probable cause of the accident, several suggestions were ventured. They

NEWS OF THE DAY.

- Weather forecast for San Francisco: Cloudy and unsettled weather on Wednesday; probably occasional showers; southwesterly winds. Maximum temperature for the past twenty-four hours: San Francisco ..... 52 degrees. Portland ..... 52 degrees. Los Angeles ..... 54 degrees. San Diego ..... 74 degrees.

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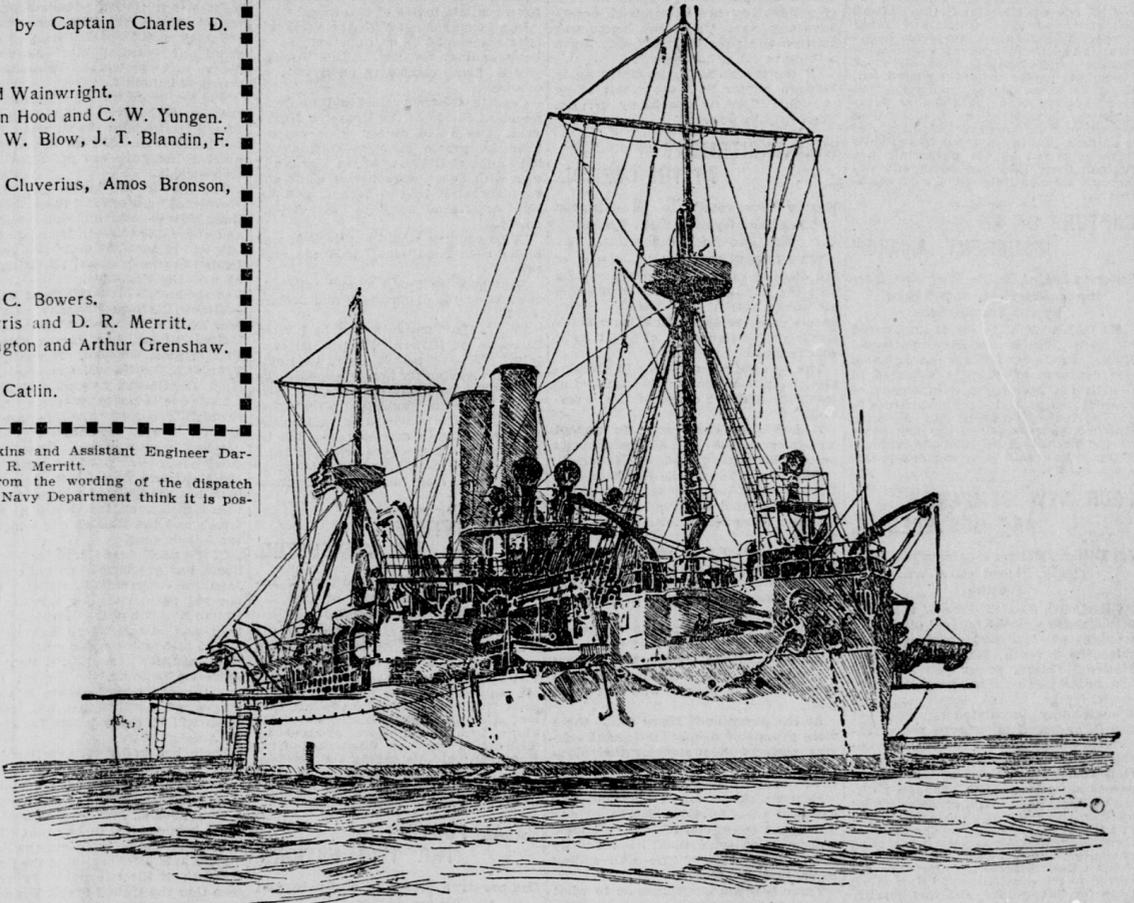
Crocker Turned Too Much. The Dollar Limit.

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THE UNITED STATES BATTLE-SHIP MAINE. From a Photograph Taken for the New York Herald at Key West on January 16.

SPANIARDS ARE NOW IN A MOST WARLIKE MOOD

Clamoring for Conflict While the Two Nations Are Closing the De Lome Incident.

NEW YORK, Feb. 15.—The Herald's Washington correspondent telegraphs: The administration offices were deeply gratified to-day by the Herald's announcement from Madrid that Spain would make a complete and satisfactory disavowal of the De Lome letter.

Madrid, Feb. 15.—The Government official in the State Department to me to-day, "that Mr. Carlisle's object in obtaining the letter is to use it as evidence in any prosecution that might be inaugurated against the person or persons who stole the letter or who have had it in their possession. If the letter was stolen, then the person or persons in whose possession it was might be indicted for being receivers of stolen goods. It seems to me that the Cuban Junta made a mistake in turning that letter over to the State Department without at least securing a promise for its return."

This is the only authentic information which has reached here, the only official dispatch on the subject being the one received yesterday from Minister Woodford stating that Senor Sagasta had promised that a satisfactory disavowal would be made. In the light of this and the Herald's dispatch this morning the authorities now no longer hesitate to say that the incident is closed, and that all that remains is the publication of Spain's reply, which will follow as soon as Minister Woodford has heard from. With the arrival of the new Minister active negotiations in connection with the proposed new commercial treaty will begin.

By this action Spain will attempt to show the world that the statements made by Senor de Lome that she was insincere in her desire to negotiate a reciprocity convention are untrue. When Senor Luis Polo de Bernabe is formally presented to the President it is expected there will be an exchange of addresses which will contain expressions of friendship and good will and demonstrate that harmony exists in the relations between the two Governments. Calderon Carlisle, attorney for Senor Canalejas, in the matter of securing a return of the letter addressed to him by Senor de Lome and which caused the resignation of the latter here as Minister, is considering what steps shall be taken to detect and punish the person or persons who abstracted the communication from the mails.

Mr. Carlisle declines to state what action he proposes against any of the persons who may have been responsible for the publication of the letter.

El Herald says: "The Spanish Government has nothing to do with the letter. It did not inspire a single paragraph and had no idea of its existence."

SENOR DE LOME LEAVES WASHINGTON.

Now the Babbling, Disgraced Diplomat is on His Way Back to Spain.

WASHINGTON, Feb. 15.—The late Spanish Minister, Senor Dupuy de Loma, accompanied by Mme. de Lome,

OFFICERS OF THE NAVY HOLD HURRIED CONFERENCE

Great Excitement Created at Key West by the Receipt of the Startling News.

KEY WEST, Feb. 15.—This has certainly been the most eventful night ever witnessed in Key West. The excitement commenced shortly before 10 o'clock last night, when the first report was received that the famous tug Dauntless had arrived at a port on the east coast and was taking on arms and ammunition for Cuba.

The celebrated little filibuster was reported to have arrived at Palm Beach this morning with a load of men and would sail before any attempt could be made to detain her. The information was immediately conveyed to the commanders of naval vessels in the harbor, who commenced to make preparations to intercept the filibusters. It was ascertained there were only a

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PEOPLE CLAMOR FOR WAR, GOVERNMENT WANTS PEACE.

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MADRID, Feb. 15.—Public feeling here against the United States is very highly strung. In the public mind the firm conviction is that the United States means to force war upon Spain and that the latter must absolutely stand her ground; that in Cuba the autonomists would side with Spain, fighting against United States troops, and that if the Spaniards would encourage the landing of American troops in the greatest number possible, now that the unhealthy season is coming on, it would kill them off like flies.

At the same time ships of war could bombard the coast towns, which, with the exception of New York, are considered unprotected, the United States not having sufficient warships to guard them.

Great calculations are also made on the widespread ruin which would fall upon business men in the United States, whereas the bourse here would scarcely change, as would be the case with the United States. A war would merely be the first step toward the solution of a question which is slowly bleeding the resources of the country to death. Such is the representative idea of public Spanish feeling to-day; but, mark you, do not quote it as the Government's. The action of the Government, telegraphed to you last evening, has not popularized it at home. There are indications that the Ministers are not displeased to get rid of a representative who could not sincerely reflect their feelings, for Senor de Lome was a fervent member of the National party, headed by Senor Romero Robledo and General Weyer. The Government feels relief now at having one of its own men, who truly represents the most liberal ideas of the Cabinet, and who starts full of the idea of the importance of pushing the commercial treaty, the details of which he is far more fitted to deal with than was Senor de Lome.



CHARLES D. SIGSBEE, COMMANDER OF THE MAINE.

Captain Charles D. Sigsbee, in command of the warship Maine, sent by the Navy Department to guard American interests in Havana, is one of the most popular officers in the navy. He was graduated from Annapolis in 1863. He served in Mobile Bay, was an active participant in the work of the North Atlantic blockading squadron in 1865, and helped in the attacks and in the final assault upon Fort Fisher.

Not long ago the Maine, with Sigsbee in command, found herself bearing down on an excursion boat in the East River. Ahead was the excursion boat, full of human beings. On either side was a barge. The only clear way showed a pier. The old commander ordered his engines reversed, and to the amazement of the beholders he steered straight for the pier and ran into it amuck. The pier was badly torn up, the Maine's nose was bruised, but several hundred human lives were saved. The excursion boat ran clear, but ten loaded freight cars, that no doubt as to Captain Sigsbee's relative valuation of human life and property. About \$4000 in property was destroyed, but 1000 lives were saved. That was not a bad ten minutes' work for a man whose business it is to kill.

Captain Sigsbee went to Cuba on board of a fine, stout ship, manned by a complement of able officers.