SIGSBEE FEARFUL OF TREACHERY

Did Not Want to Load Coal in the Harbor of Havana.

His Dread Was That Some Demon Would Put a Stick of Dynamite in the Ship's Bunkers.

WASHINGTON, Feb. 16.—"I don't want to be obliged to take coal aboard from Havana. It would be a risky experiment. Not that I suspect any one in authority, but there is such an irresponsible rabble in Havana and it would be an easy matter to get a couple of sticks of dynamite in the coal bunkers without knowing it."

These were the words of Captain Sigsbee as we stood on the bridge of the Maine just a week ago to-day. He was particularly careful to explain in his conversation with me that an accident of any kind, no matter how caused, might be attributed to Spanish intrigue and might serve to widen still more the breach between the two countries.

The position of the commander of the Maine at Havana was a particularly delicate one. It was necessary to assume a free-handed politeness with the Spanish authorities and officers, who, in turn, were careful not to respond with more warmth than official etiquette required. On the other hand, leading Cubans were anxious to show the Maine's officers social attentions, but were prevented by the frowns of the Spanish official classes. On several occasions well known Cubans of conspicuous social and commercial positions declined invitations to dinner when they learned that either Captain Sigsbee or General Lee was to be among the guests. Officers who made official calls on the Maine were usually greatly attracted by some object on the other side of the street when Captain Sigsbee or his officers were met strolling about the city. Several young Spanish girls with American connections about a fortnight ago asked if they might invite some friends in the army and navy to visit the Maine. Captain Sigsbee was only too glad to have the ice broken, and not only extended a general invitation, but made extensive preparations for his guests. On the evening before the day set for the visit the leading military club in Havana was seriously debating the propriety of the visit, and it was decided that it would be injudicious, to use a mild term. On the next day the young ladies visited the ship quite alone, excepting for their chaperons.

While Captain Sigsbee constantly maintained that under no circumstances would he abridge shore liberty, he always went in citizen's clothing except when making official calls. He argued that as the two countries were at peace he should be allowed to go anywhere the captain of any other naval vessel in the harbor could go.

The silly incident the autonomists attempted to make out of his failure to call upon them when he was in the Palace on his first official visit to the Captain-General was another illustration of the unpleasant position in which he found himself.

Aside from these trifling affairs nothing occurred during the entire stay of the Maine that would in the slightest indicate any lack of cordiality between the Governments.

It has been a day of intense excitement at the Navy Department and in all departments of public life.

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 upon 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, 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 the 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 are of a character that makes it easy to prove or upset them by a single investigation by a diver.

Secretary Long has taken immediate steps to make an investigation. Late this afternoon he telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, 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 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 a 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 the inside, or whether they are driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

The 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 list of the survivors that came to the Navy Department this afternoon in answer to a telegram was inaccurate and made out the loss of life eight more than the summary originally given by Captain Sigsbee in the earlier telegram, so Secretary Long telegraphed for a 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 unfortunates on the Maine that came from all parts of the country.

The naval constructors, in the light of the 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 drydock would receive her if she could be at once got 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.

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, in 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.

M. Dubosie, the Spanish Charge d'Affaires, 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 the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Embassador 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 the junior grades. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and a sister. The latter, it is thought, also was unmarried, but the department was not advised concerning his family.

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 Griggs, Postmaster-General Gary and former Attorney-General McKenna were present. The disaster to the Maine was the only topic considered. It was determined to abandon the reception at the White House to-night and also the reception to the general public to-morrow night.

At 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. He added that a private dispatch to Secretary Long signed Rea stated that the loss was over 270, but this was not official and Mr. Long considered the estimate too high. This was before Captain Sigsbee's dispatch placing the lost and missing at 237 was at hand. The Cabinet officer said there were many evidences that the disaster was the result of an accident. Up to the present time, he said, no orders for sending another American ship to Havana had been issued. Consul-General Lee had cabled that the Spanish authorities had expressed to him their profound regret at the occurrence. Another Cabinet official said one of the dispatches stated that Captain Sigsbee was the last to leave the ship.

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

A prominent member of the committee said after the meeting that Spain would be expected to make an explanation that would entirely clear up the mystery, and that if she did not this country would have a right to demand such explanation. Most of the members of the committee refused after the conference to express any opinion concerning the occurrence.

"It is too serious to talk about at present," said Senator Lodge.

Senator Cullom said: "I cannot 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."

Senator Clark only said, "It is singular that such an accident should happen at such an inopportune time."

ADVERTISEMENTS.

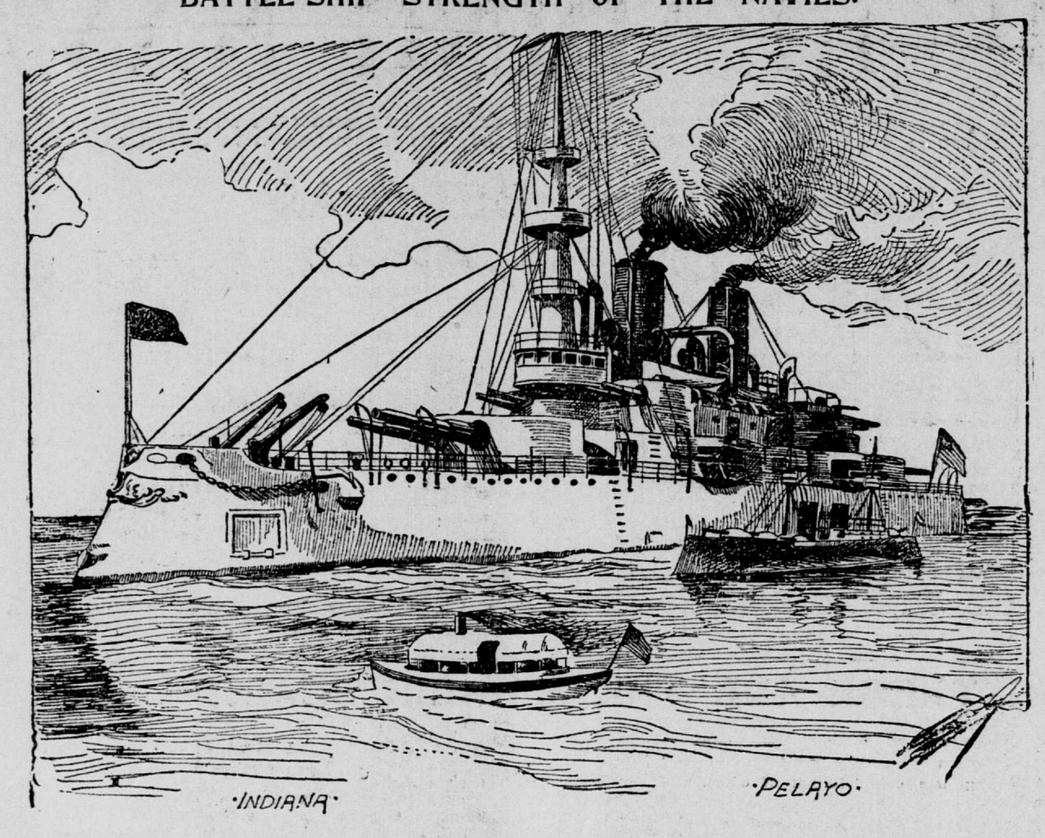
Pears'

Why is Pears' Soap—the best in the world, the soap with no free alkali in it—sold for 15 cents a cake?

It was made for a hospital soap in the first place, made by request, the doctors wanted a soap that would wash as sharp as any and do no harm to the skin. That means a soap all soap, with no free alkali in it, nothing but soap; there is nothing mysterious in it. Cost depends on quantity; quantity comes of quality.

All sorts of stores sell it, especially druggists; all sorts of people use it, especially those that know what's what.

BATTLE-SHIP STRENGTH OF THE NAVIES.



SHIPS IN COMMISSION FOR IMMEDIATE SERVICE.

UNITED STATES.	Displacement. Tons.
First-class battleships:	
Massachusetts	10,288
Indiana	10,288
Oregon	10,288
Iowa	11,410
Second-class battleships:	
Texas	6,300
*Maine	6,682
Seagoing coast defenders:	
Monterey	4,084
Puritan	6,060
Amphitrite	4,000
Miantonomoh	4,000
Monadnock	4,000
Terror	4,000
Armored cruisers:	
Brooklyn	9,271
New York	8,200
Protected cruisers:	
Minneapolis	7,375
Columbia	7,375
Olympia	5,870
Baltimore	4,413
Chicago	4,500
Newark	4,100
San Francisco	4,100
Charleston	3,730
Cincinnati	3,200
Raleigh	3,200
Partially protected cruisers:	
Boston	3,000
Atlanta	3,000
Marblehead	2,089
Montgomery	2,089
Gunboats partially protected:	
Bennington	1,710
Concord	1,710
Yorktown	1,710
Machias	1,177
Castine	1,177
Petrel	890
Bancroft	840
Torpedo gun vessel:	
Vesuvius	929
Torpedo boats—First-class:	
Ericsson	120
Cushing	105
Torpedo boats—Second-class:	
One	35
Two	14
Two	12

* Destroyed.

SPAIN.	Displacement. Tons.
First-class battleships:	
Pelayo	9,100
Second-class battleships:	
Numancia	7,000
Vitoria	7,000
Seagoing coast defenders: None.	
Armored cruisers:	
Imperador Carlos V	9,100
Almirante Oquendo	6,900
Vizcaya	6,890
Infanta Maria Teresa	6,800
Protected cruisers:	
Alfonso XIII	5,000
Lepanto	5,000
Partially protected cruisers:	
Alfonso XII	3,090
Reina Cristina	3,090
Reina Mercedes	3,090
Castilla	3,342
Navarra	3,342
Aragon	3,342
Gunboats partially protected:	
Conde de Venadito	1,152
Infanta Isabel	1,152
Torpedo gun vessels:	
One	747
Seven	570
One	458
Torpedo boats—First-class:	
Two	108
Thirteen	57 to 97
Torpedo boats—Second-class:	
One	33
One	25
One	23

CONSUL LEE ASKS FOR A COURT OF INQUIRY.

Wants a Naval Tribunal to Investigate the Cause of the Disaster.

WASHINGTON, Feb. 16.—This cablegram was received by the State Department from Consul General Lee at 9:16 to-night:

HAVANA, Feb. 16.—Profound sorrow expressed by Government and municipal authorities, consuls of foreign nations, organized bodies of all sorts and citizens generally. Flags at half-mast on Governor-General's palace, on shipping in harbor and in city. Business suspended, theaters closed.

Dead number about 260. Officers' quarters being in rear and seamen's forward, where explosion took place, accounts for greater proportional loss of sailors. Funeral to-morrow at 3 p. m.

Officers Merritt and Jenkins still missing.

Suppose you ask that naval court of inquiry be held to ascertain cause of explosion.

Hope our people will repress excitement and calmly await decision. LEE.

The Navy Department to-night received the following:

HAVANA, Feb. 16.—Every one, except nine officers, nine privates, one gunner's mate and twenty-five seriously wounded, removed to Key West by Olivette. SIGSBEE.

The President has ordered that to-morrow and until further notice the flag at all navy-yards and on naval vessels, at posts, army headquarters and on all public buildings shall be half-masted.

Late to-night the following dispatch from Captain Sigsbee at Havana, addressed to Secretary Long, was received:

All men whose names have not been sent as saved probably are lost. Have given up Jenkins and Merritt as lost. Bodies are still floating ashore this afternoon. I keep nine officers, one private and Gunner's Mate Bullock here with me.

A dispatch from Captain Philip of the Texas, now at Galveston, states that the drafts of twenty-one apprentices which they carried from New York for the Maine are still on board the Texas.

PITTSBURG, Feb. 16.—Lieutenant Jenkins, one of the officers of the Maine reported missing, is a Pittsburger. He graduated from the Allegheny high school when 13 years of age and four years later was appointed to Annapolis by the late Congressman Bayne. He was 32 years old. His relatives are still living here.

EVIDENCE THAT IT WAS A SUBMARINE MINE.

Ingenious Theory Advanced by a Naval Expert at Cramps' Shipyard.

CHICAGO, Feb. 16.—A Philadelphia special to the Tribune says: A naval expert at Cramps' yards, whose knowledge of warships of all nations makes him an authority, said:

"It's mighty hard to reconcile the stories of an accidental explosion on the Maine and its subsequent queer effects. Now, first of all, if the explosion had occurred entirely in the ship and its whole cargo of ammunition had gone off, I fail to see how the lights of Havana would have been extinguished. Water does not carry a shock just that way, but the ground under the water does, and it looks more and more to me like a submarine mine.

"Really, I don't believe for an instant that the explosion originated on board the Maine, and much less in the bow section, devoted to the storage of torpedo ammunition. Let me tell you something about torpedoes: They are filled with gun cotton. Gun cotton is a very powerful explosive. The rules of the United States navy compel all gun cotton to be kept wet, or at least moist enough to be in a non-sensitive state, and as I know Captain Sigsbee well—know his regard for order and his high regard for duty—I know that the Maine gun cotton was wet.

"Now, if we accept the theory that spontaneous combustion occurred in the coal bunkers adjoining the torpedo magazine, we must consider that this combustion had been going on long enough unnoticed to produce heat in the magazine sufficient to dry gun-cotton to the sensitive point. The explosive point is somewhat about the point required to generate steam—212 degrees to 220 degrees. To produce this degree of heat and transmit it through the bulkhead would require several hours of smoldering fire due to spontaneous combustion in the coal bunker.

"In any well-managed ship—and the Maine was well-managed—the conditions of all coal bunkers is ascertained as often as every other watch, or once in eight hours. These conditions indicate that the margin of probability of an explosion from the causes mentioned would be reduced to the minimum.

"To sum up, it may be said that an internal explosion is in the highest degree improbable. It may be barely possible, but all the logic of conditions involved is against that theory. Therefore, whatever may be ascertained by the examination by divers or by other means of investigation, there must always remain solid ground for the suspicion that the loss of the Maine and the killing of a considerable part of her crew was due to treachery."

WEYLER HAD PLANTED TORPEDOES IN THE HARBOR

JACKSONVILLE, Fla., Feb. 16.—Some leading members of the Cuban Junta here and at Tampa say privately that in their opinion an investigation will show treachery in the Maine disaster.

"You will recall that some time ago," said one influential member to-night to me, "just before Weyler's recall there was talk of an American man-of-war being sent to Havana. We had reliable information that Weyler secretly had torpedoes planted in the harbor, and it was known that if a warship went in an accident might occur. These same torpedoes are there now and doubtless in good working order.

"We have started an investigation of our own and the entire truth will be known in a short time. It is for the interests of the Spaniards to at once deny any hand in this accident, but I know more than I can reveal at present. We who know of Spanish character gauge their denials accordingly."

A BIT OF HAVANA.

NOW ONLY WAITING TO KNOW

Upon the Result of Investigation Will Depend the Fate of Cuba.

If the Maine Was Blown Up by Design Not Even the President Can Repress American Indignation.

NEW YORK, Feb. 16.—The Herald's Washington correspondent telegraphs: Residents of Washington, official and otherwise, have accepted the sober words of wisdom contained in the message of Captain Sigsbee announcing the terrible calamity which befell the battle-ship Maine in Havana Harbor last night. Opinions differ as to the cause of the disaster, but controlling minds of all branches of the Federal Government counsel prudence and patience while waiting for a thorough investigation, which will definitely determine the direct cause of the blowing up of the battle-ship and the loss of 253 lives.

While the first impulse of the Federal authorities has been to give proper and tender care to the dead and wounded, the cause of the disaster upon which so much may depend as to the future of Cuba and our relations with Spain, is also uppermost in their minds, and prompt measures have been taken to make an investigation, which will leave no room for doubt as to the primary cause of the destruction of one of our efficient battle-ships and the loss of so many of our nation's defenders. Whether by accident or design, the calamity in Havana Harbor will have an important bearing on the Cuban question, the extent of which time alone will show. It is felt that if the explosion was accidental, the sooner it is known the better it will be for the friendly relations between the United States and Spain. If it was not accidental, the sooner the responsibility is fixed the better.

Among Federal officials and experts in the navy, the weight of opinion, based upon official advices and press dispatches, is that an internal explosion, the exact cause of which it may be difficult to ascertain, was responsible for the destruction of the Maine. I can state authoritatively that the President and all his advisers not only prefer to think that the calamity was due to some mysterious unavoidable accident, but they actually believe such to be the case.

Secretary Long, in discussing with me the Maine disaster, said: "Captain Sigsbee has made no report yet as to the cause of the terrible catastrophe which has befallen his ship, but it is suggested that public opinion be suspended until his report is submitted, which is very reasonable, as there are indications that the occurrence may have been the result of an accident. I should say that as far as indications go, the disaster was due to the explosion of the contents of the forward magazines."

Secretary Long announced that there was no present intention to send a warship to Havana to replace the Maine. This is matter of future decision.

Another official of the department with whom I talked suggested that Spain would regard it in the light of an unfriendly act if this Government were to send a battle-ship to Havana to replace the lost one.

"Besides," he suggested, "we have no other vessel that we desire to lose."

Theories as to the explosion which sent the Maine to the bottom were bandied about to-day at the Navy Department as thick as snowflakes in a driving winter storm. In no quarter did I hear it suggested that the Spanish Government was in any way responsible. It seemed to be the general consensus of opinion among naval officers noted for their conservative views that the calamity resulted from an explosion in the interior of the ship. All the officers admit, however, that their theories may be without foundation.

With a view to determining whether the accident was the result of a torpedo placed under the bows of the Maine or the result of an interior explosion, Secretary Long telegraphed this afternoon to Rear-Admiral Sicard, commander-in-chief of the North Atlantic squadron, who is at Dry Tortugas, directing him to perfect arrangements for the appointment of a court of inquiry. This court will proceed to Havana in the Montgomery and investigate the calamity. Rear-Admiral Sicard is expected to go to Key West, in compliance with orders of the department, and commence to obey the department's orders in appointment of a court probably to-morrow. When this information has been received the department will send instructions to the court as to the course to be pursued. Divers will be sent down to examine the hull of the Maine, to ascertain if her bottom was driven in or out by the force of the explosion. If the former, then a torpedo placed under the bow of the Maine will probably be held responsible for her fate; if the latter, an explosion inside of the ship will be regarded as the cause. Until complete reports of Captain Sigsbee and of the court of inquiry have reached the department there is no likelihood that any representations will be made to Spain.

During the court's investigation the department will concern itself as to measures to be taken to recover as much as possible of the Maine's armament. If the vessel can be repaired, which is greatly doubted, then the wrecking vessel which Captain Sigsbee has asked will probably aid him to save her.

What will be the result in case it is demonstrated that the vessel was destroyed by a torpedo leading men in Congress, members of committees having to deal with foreign affairs of the Government hesitate to discuss. Although evidence seems to indicate that the loss of the vessel was due to an accident, even if she was torpedoed, it does not follow that the Government of Spain was in any way responsible for the act, and conservative men who make up the administration and those who control the action of at least one branch of Congress—the House of Representatives—will not act hastily or without full knowledge of the facts.

Vesuvius Goes to Key West.

JACKSONVILLE, Fla., Feb. 16.—The dynamite cruiser Vesuvius left here to-night for Key West, there to await further instructions.

Wills Filed For Probate.

The will of Plaisance J. Chafoin, who died on the 6th inst., was filed for probate yesterday. The testator's entire estate, which is valued at $5500, is bequeathed to a sister, Florentine Saurey.

The will of Dr. Edward Lord Strain, who died on the 2d inst., was filed yesterday. He left property valued at $2100 to his mother, Elizabeth Rogers, who resides at Columbus Grove, Ohio.

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Get Manhood
IN A WEEK
Get Manhood
Get Manhood
Get Manhood
Get Manhood

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If I was to come to you and tell you that your manhood could be restored, what would you say? Show me your proofs. Now, you can have these proofs. The doctors of the Hudson Medical Institute have made a wonderful discovery. After years of continued practice and study; after years of making men out of poor unfortunates, they have created the Hudyan cure up to date. Hudyan cures chronic constipation, dizziness, falling sensations, nervous twitchings of the eyes and other parts, strengthens, invigorates and tones the system. Gives new life. Hudyan cures prematurity. Hudyan cures evil dreams, pains in the back, pains in the side, failing manhood, spermatorrhoea, nervous debility, neurasthenia and nervous disorders. Call or write for free

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