WRATH OF THE AMERICAN PEOPLE

THE SPANIARDS HAVE SLANDERED CAPTAIN SIGSBEE

Correspondents Who Have Cast Aspersions Also Upon the Character of Consul General Fitzhugh Lee.

NEW YORK, Feb. 17.—A special to the Herald from Key West says: With fifty-nine men of the officers and crew of the ill-fated battle-ship Maine the steamship Olivette arrived here from Havana at half-past 10 o'clock last night. The delay of two hours and a half in the steamer's arrival was occasioned by the necessarily slow progress attending the transfer in Havana Harbor of the sick and wounded from the places where they had been taken after being rescued from the wreck. The transfers were made in small boats and consumed the entire morning.

As many of the men were perfectly helpless on account of their maimed condition the greatest care had to be exercised in their removal. An immense crowd assembled on the wharf to greet the arrival of the Olivette here. The Collector of Customs had instructed his subordinates to render every assistance to the army and navy authorities and facilitate the landing of the unfortunate seamen. Nineteen men with heads, arms and hands tied up in bandages came ashore, but the most distressing sight and one which touched the hearts of every one present was at one of the after port holes, where eight unfortunates, burned, blistered and scalded, were lifted out.

Commander Winn, Paymaster Jewett and other naval attaches assigned to assist him, together with Captain Merrill, commandant of the garrison, with Lieutenant Stevens and other army officers were present to receive them. A company from the barracks, detailed to act as escort, was also on the dock. Eight blistered, wounded and half dead sailors were brought out from the hold of the steamer, placed on stretchers, and carefully taken to the United States Marine Hospital and turned over to the tender care of Surgeon Guiterrez. Others were conveyed in cars provided by the authorities of the United States Barracks, where tents had been provided for them, and where their every want will be attended to.

The officers were quartered at the hotel. Their appearance justified Captain Sigsbee's statement that with several exceptions no officer had more than part of a suit of clothing and what they did have was wet with the filthy water of Havana harbor. Their appearance certainly suggested anything but the trim, well-groomed naval officer.

He adds that more than an hour and a half previous to the explosion he had closed the doors of the magazine and that the temperature therein was cool at the time. The unanimity of opinion of all the survivors on this point would seem to be justified by the request of Captain Sigsbee that public judgment be suspended until after the board of inquiry has completed its investigation and submitted its report.

Great indignation is expresed over the action of the Spanish correspondents in Havana, who filed dispatches here last night to the Imparcial and other Madrid papers casting aspersions on the characters of Consul-General Lee, Captain Sigsbee and his officers and the entire crew of the Maine. These dispatches stated that Lee, who was laboring in the interests of the insurgents, and Captain Sigsbee, in order to relieve himself of responsibility for the loss of his ship, had cabled the authorities at Washington that the Maine had been blown up by the Spaniards, when, as a matter of fact, the accident was due to the carelessness and negligence of the officers.

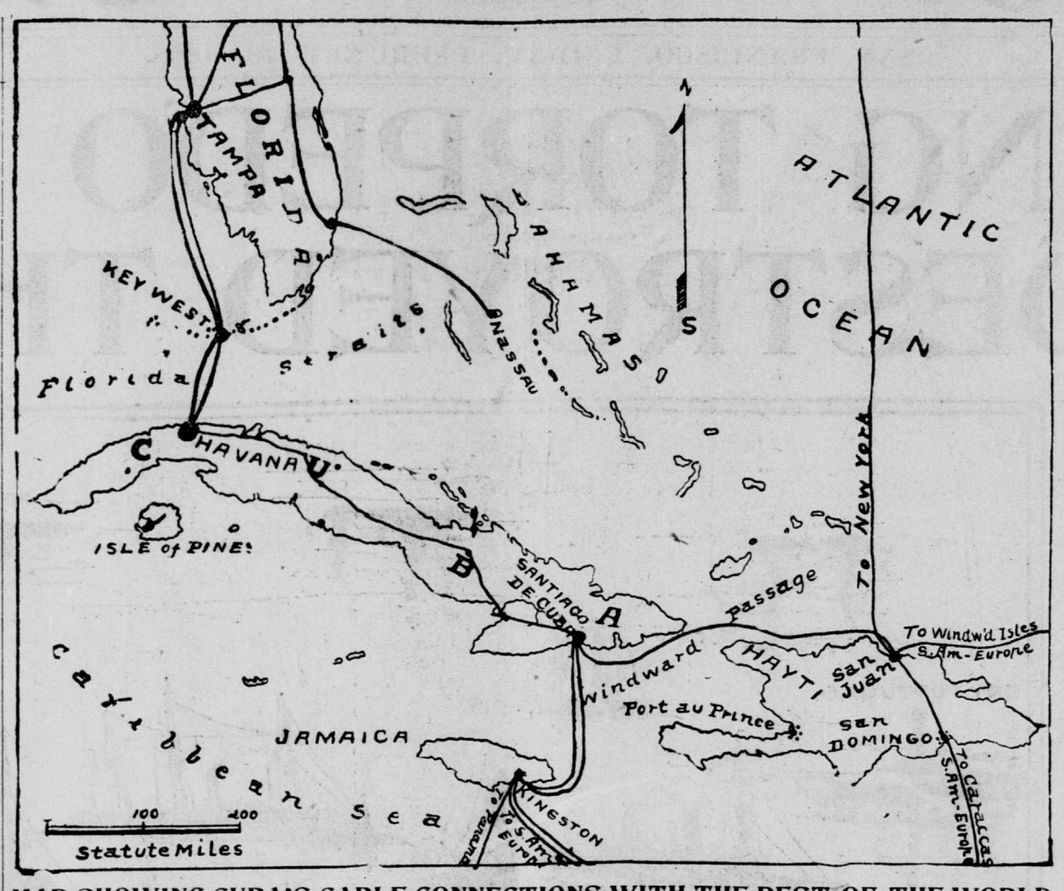
The dispatches also accuse the officers and crew of the Maine of cowardice, saying they deserted the ship before danger menaced and falsely stated that Captain Sigsbee, at the time of the explosion, was visiting aboard the Ward line steamer City of Washington, and that several other officers were visiting ashore, which is evidenced by three ship's boats being uninjured.

I have assurance that at the time of the explosion Captain Sigsbee was aboard the Maine, and it was his coolness and the exercise of superior judgment in directing the men under the trying circumstances that averted a panic and greater loss of life.

The officers and men are also credited with having obeyed orders implicitly and displayed traits of the highest order in leaving the ship when she was sinking and no possible hope remained of saving her.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. The genuine has L. B. Q. on each tablet.



MAP SHOWING CUBA'S CABLE CONNECTIONS WITH THE REST OF THE WORLD.

Five cable lines reach Cuba. Two of which connect the world via Tampa, Fla., with Havana, two others Santiago de Cuba with Kingston, Jamaica, and the fifth runs from Santiago de Cuba to San Juan, on the island of Hayti. This line, by way of Antigua, Martinique, Paramaribo and Pernambuco, Brazil, gives transatlantic connection with Madrid, by way of the Cape Verde and Madeira Isles, and Lisbon, or by way of St. Louis, Senegal, French Africa, with Cadiz, Spain.

By the Kingston lines Cuba could reach Panama, and thence down the west coast of South America to Valparaiso, thence across to Buenos Ayres, and up the east coast via Rio Janeiro and Bahia to Pernambuco and Europe. Cutting the Kingston and the Hayti lines would isolate the island. These lines lie in water comparatively shallow, and the work would not be one of any great difficulty to people experienced in cable grappling, of which there are a number to be found on the Atlantic Coast.

ADMIRAL BELKNAP UPON TORPEDOES IN STILL WATER

The Harbor of Havana Is a Very Favorable Place for the Use of These Destroyers.

BOSTON, Mass., Feb. 17.—"I must confess I do not understand it. I do not know what could be called a 'percussion hole,' except it be the hole made by the point of a torpedo. The percussion top is screwed into the point of the shell, and when it strikes the vessel the shell explodes by percussion or concussion. Of course, if anything of that kind has happened, it would indicate the presence of a torpedo. But the torpedoes in use by navies are much larger than that and would not have been likely to leave an eight-inch hole. The plate would have been blown to atoms if a torpedo came in contact with it, and, besides, a torpedo is not for the purpose of penetrating the plates, but of exploding when it strikes them."

This, in brief, was the comment of Rear Admiral Belknap, when shown the Key West dispatch this afternoon, in which it was declared that an eight-inch hole had been found in one of the plates of the sunken warship Maine.

"But the possibility of disaster having been caused by a torpedo is not to be left out of reckoning. The torpedo boat David, which in 1863 came near sinking the Ironsides, did a few weeks afterward sink the Housatonic. She was on the blockade outside. That was done by concussion, by the explosion of the torpedo when it strikes the vessel.

"The reports published regarding the Maine state that there were two explosions. Now, if a torpedo were to strike the vessel and explode it is perfectly possible that the concussion would affect the magazine, and thus a second explosion might be caused.

"But there is a possibility that the Spaniards may have torpedoes in the harbor of Havana. Such a thing might be used in the harbor of Havana, where the waters are very still and the tide never falls or rises more than six or seven inches. Of course, it ought to have been seen, but it ran so swiftly that even if it were seen there would have been no possibility of saving anything before it would have come in contact with its object. I do not say that this was done, or could possibly be done in the case of the Maine, but the Havana harbor is a favorable place for such an occurrence."

There have been numbers of cases where the man at the bow has taken rum on board, even without the knowledge of the marines on deck. It is not at all impossible to approach a vessel in the way suggested. Admiral Belknap said that he believed if the plates of the Maine could be inspected they might show, possibly, just how the disaster occurred, but if a torpedo struck the vessel from the outside he would expect the plates to be completely shattered, rather than having a hole or holes bored in them.

HERALD AND CALL HELD THE WIRE.

NEW YORK, Feb. 17.—The Herald will say to-morrow: These are the days of miracles. Telegraphic experts declare that there are only two telegraph wires leading from Key West to the outer world.

The United States Government is reasonably sure that it held one of these wires on Wednesday night.

The Herald is equally certain that it had undisputed sway of the other until 5 o'clock yesterday morning.

How then did all dispatches in the other papers yesterday under the Key West date line get through? Were they borne on the wings of the morning or floated on the afternoon mist? Were they megaphoned, semaphored, carrier-pigeoned or stolen?

They were in the Herald all right, but how did they get through space into the other papers?

THESE ARE THE MAINE'S DEAD.

WASHINGTON, Feb. 17.—The following is a complete list of those lost with the Maine:

KILLED.

LIEUTENANT G. F. HOLMAN, California.
LIEUTENANT F. W. JENKINS, Allegheny City, Pa.
ENGINEER CADET POPE, Washington, D. C.
NAVAL CADET AMMEN BRONSON, Nebraska,
ASSISTANT ENGINEER D. R. MERRITT, Red Oak, Ia.

SEAMEN.

JOHN T. ADAMS, Maryland.
JAS. P. AIKEN, Edinburgh, Scotland.
H. A. ANDERSON, Christiania, Norway.
GUSTAV A. ANDERSON, Sweden.
FRANK ANDREWS, Chemung, N. Y.
ABRAHAM ANDERSON, Norway.
BERN. AUGLAND, Osterwell, Sweden.
H. W. AUCHENBACH, Sheridan, Pa.
FIRSTANON WAWO, Japan.
LEWIS L. BARRY, Halifax, N. S.
JOHN P. BARRY, Kerry, Ireland.
HENRY S. BAUM, Cincinnati, Ohio.
JACOB BECKER, Hessen Germany.
JOHN E. BELL, Alexandria, Va.
FRED BLOMBERG, Chicago.
JOHN BOOKBINDER, Brooklyn, N. Y
FRITZ BELL, Brandenberg, Germany.
DANIEL J. BOYLE, Philadelphia, Pa.
LEON BONNER, Malta.
HENRY BRINKMAN, Oldenberg.
ARTHUR BROFELDT, Finland.
ADOLPH C. BURNS, Baltimore, Md.
EDWARD BURNS, Boston.
ROBERT BURKHARDT, Germany.
FRED'K F. BUTLER, Harrison, N. J.
THOMAS CAIN, Portsmouth, Va.
WALTER CAMERON, Providence.
HERBERT M. CARR, Philadelphia.
SUKO CHANGKI, Japan.
THOMAS CLERK, Cleveland, Ohio.
MICHAEL COCHRAN, Cork, Ireland.
THOMAS M. COLE, Philadelphia.
WILLIAM COLEMAN, New York.
WILLIAM COLEMAN, Petersburg, Va.
ANTHONY CONROY, Galway, Ireland.
WILLIAM COSGROVE, Buffalo, N. Y.
CHARLES CURRAN, Ireland.
BERGER DAHLMAN, Sweden.
CHARLES DENNIG, Allentown, Pa.
WM. DONOUGHEY, Londonderry.
JOHN DOLAN, St. Johns, N. F.
JAMES DRURY, New London, Conn.
GEORGE EDLER, New York.
CHAS. F. W. ELERMAN, Germany.
JOHN P. ETTS, Rochester, N. Y.
CARL EVENSEN, Norway.
CHAS. F. J. FADDE, Elizabeth, N. J.
RANDOLPH FALK, Prussia.
GEORGE D. FRUBEL, Brooklyn, N. Y.
WILLIAM J. FEWER, St. Johns, N. F.
TRUBIC FINCH, Raleigh, N. C.
FRANK FISHER, Ann Arbor, Mich.
ALFRED J. FISHER, Newport, Eng.
MICHAEL FLAHERTY, Ireland.
LEWIS FLEISCHMAN, Baltimore.
JOHN FOUGRE, Anchat, N. S.
BARTLEY FOUNTAIN, Quebec.
CHARLES FRANKE, Germany.
FRANK GARDNER, Matawana, N. J.
THOMAS J. GARDNER, Brooklyn.
WILLIAM H. GERMAN, Philadelphia.
JAMES A. GRAHAM, Brooklyn.
EDWARD P. GRAHAM, Jersey City.
PATRICK GRADY, Ireland.
WM. A. GREER, Greenpoint, N. Y.
MICHAEL GRIFFIN, Dublin.
HENRY GROSS, New York.
REINHARDT GRUPP, Montpelier, Wis.
WILLIAM HAMBURGER, Jersey City.
CHAS. A. HAMILTON, Newport, R. I.
JOHN HAMILTON, Canandaigua, N. Y.
WM. C. HANRAHAN, Troy, N. Y.
EDWARD HARRIS, San Francisco.
DANIEL O'C. HARLEY, Philadelphia.
THOMAS J. HARTY, Ireland.
CHARLES HASSELL, Cuba, W. I.
CHARLES HAUCK, Brooklyn.
H. B. HAWKINS, Bath City, Mich.
ROBERT B. HENKES, Cincinnati.
BENJ. H. HERRIMAN, St. Marys, Md.
GUSTAV HOLM, Norway.
WM. J. HORN, Whitehall, N. Y.
WILLIAM L. HOUGH, Philadelphia.
PATRICK HUGHES, Ireland.
OTOGIRA ISHIDA, Japan.
CHAS. JOHNSON, Germany.
PETER D. JOHANSEN, Denmark.
THOMAS J. JONES, Brooklyn.
CARL JENCKS, Farm Bridge, Ill.
CHARES F. JUST, Charleston, S. C.
MICHAEL KANE, Pennsylvania.
JOHN KAY, Jersey City.
HUGH KELLEY, Sligo, Ireland.
JOHN KELLY, Brooklyn.
ALEXANDER KESSKULL, Germany.
HARRY J. KEYES, Ellsworth, Ind.
FRITZ KIPLSTROM, Sweden.
FRED'K KINZY, New Haven, Conn.
THOMAS F. KINSELLA, Brooklyn.
YUKICHI KITOGATA, Japan.
FREDERICK H. KNEISE, Troy, N. Y.
CHARLES KRANYAK, England.
HUGO KREUS, New York.
CHARLES LAIRD, St. John, N. B.
WILLIAM LAMBERT, Hampton, Va.
MICHAEL LANAHAN, St. Louis, Mo.
LUTHER LANCASTER, Virginia.
GEORGE LAPIERRE, Montreal.
MARTIN LARSEN, Denmark.
EDWARD LAWLER, Fall River, Mass.
JAMES T. LEAGUE, Annapolis, Md.
WILLIAM J. LEE, Attleboro, Mass.
DANIEL LEEN, Ansonia, Conn.
SAMUEL LEES, New York.
GUSTAV LEOPOLD, Germany.
JOHN LEWIS, Baltimore.
DANIEL LEWIS, Albermarle, Va.
GEORGE LIEBER, New York.
JOERGEN J. LORENGI, Denmark.
JAMES W. LOUDEN, New Kent, Va.
CLARENCE E. LOWELL, Bath, Me.
JOHN T. LYDEN, New York.
MATTHEW LYNCH, Lowell, Mass.
BERNARD LYNCH, Brooklyn.
JOHN E. MARSHALL, Kentucky.
BENJ. MARSDEN, Jersey City, N. J.
JOHAN MARTINSON, Sweden.
JOHN H. MASON, New York.
EDWARD MATTSEN, Sweden.
JOHN MATZA, Watertown, Wis.
ELMER M. MEILSTRUP, Michigan.
JOHN MORSE, Brooklyn.
ELDON H. MERO, Augusta, Me.
WILLIAM S. MILLER, New York
GEORGE MILLER, Belgium.
GEORGE MOBLES, Greece.
EDWARD H. MOORE, Virginia.
WILLIAM MONTFORT, Iowa.
PIERRE MORIM, France.
GERRARD C. MOSS, Norway.
JOHN H. MOSS, Oxford, N. C.
NOBLE L. MUDD, Maryland.
CORNELIUS MURPHY, Cork.
HUGO M'GONIGLE, Ireland.
FRANCIS J. M'NIECE, Mass.
TOMEKISHI Nagamane, Japan.
SOPHUS NIELSEN, Denmark.
PETER NIKKELSEN, Denmark.
WILLIAM A. NOBEL, Ireland.
M. OHYE, Japan.
GUSTAV C. ORDING, Cincinnati.
JAMES O'CONNOR, Ireland.
THOMAS J. OHAGGAN, New York.
PATRICK O'NEIL, Ireland.
HENRY H. O'REGAN, Boston.
FREDERICK PAIGE, Buffalo.
JOHN PALMGREN, Sweden.
ROBERT PERRY, Mobile, Ala.
FRANCIS C. PHILLIPS, New York.
JAMES PINKNEY, Annapolis, Md.
JOHN PORTER, Ireland.
JOHN POWERS, Cork.
DANIEL PRICE, Stonehall, Mass.
THOMAS J. QUIGLEY, New York.
CHARLES P. QUINN, Mass.
JOSEPH REILLY, New York.
JOHN W. RILEY, Newport, R. I.
WILLIAM A. RIEGER, Newark, N. J.
NEWELL RISING, Jersey City.
W. ROBINSON, New Brunswick, N.J.
PETER ROOS, Sweden.
WILLIAM RUSHWORTH, England.
CLARENCE E. SAFFORD, N. H.
ISA SUGISAKI, Japan.
AUGUST SCHROEDER, Brooklyn.
FRANK SUTTON, Galveston.
CHARLES A. SCHOTT, Orange, N. J.
KASHOTORA SUZUKI, Japan.
JOSEPH A. SCULLY, Baltimore.
FRANK C. TABOT, Bath, Me.
JOSEPH SEERY, Ireland.
DANIEL J. TOHAN, Rochester, N. Y.
PATRICK J. SHEA, Ireland.
GEORGE THOMPSON, Greece.
THOMAS SHEA, New York.
FRANK B. TIGGES, Germany.
JOHN J. SHEA, New York.
WM. H. TINSMAN, Pennsylvania.
OWEN SHERIDAN, Ireland.
CONSTAN. LODORESCO, Roumania.
J. H. SHILLINGTON, Chicago.
ALFRED SIMMONS, Petersburg, Va.
THOMAS TROY, Conn.
MARTIN TUHOEY, Clare, Ireland.
NICHOLAS J. SMITH, Virginia.
NICHOLAS STEVENSON, Norway.
JOSEPH F. WALSH, Boston.
JOHN WALLACE, Lowell, Mass.
JOHN WARREN, Randolph, N. C.
CHAS. O. WHITE, Georgetown, P.E.I.
GEORGE M. WHITEN, Virginia.
ROBERT WHITE, Portsmouth, Va.
JOHN E. WICKSTROM, Finland.
ALBERT WILSON, Stockholm.
ROBERT WILSON, Glasgow.
FREDERICK WAGNER, Wilkesbarre
GEO. W. WILBUR, Redbank, N. J.
JOHN H. ZEIGLER, N. B.

UNITED STATES MARINES.

FIRST LIEUT. A. W. CATLIN.
FIRST SERGT. HENRY WAGNER.
SERGEANT J. W. BROWN.
CORPORAL J. R. BURNS.
CORPORAL JOSEPH SCHOENAL.
CORPORAL A. H. RICHTER.
CORPORAL F. G. THOMPSON.
DRUMMER J. H. DIERKING.
FIRER C. H. NEWTON.

PRIVATES.

WILLIAM ANTHONY.
JOHN BENNETT.
V. H. BOTLING.
GEORGE BROSMAN.
JOHN COFFEY.
M. C. DOWNING.
C. P. GALPING.
C. W. GERMAN.
C. E. JOHNSON.
W. J. JORDAN.
E. T. REAN.
FRANK KELLEY.
G. M. LAMIETTE.
PAUL LOFTUS.
P. A. LESKO.
JOSEPH LUTZ.
JOHN M'DERMOTT.
WILLIAM M'GUINNESS.
ED M'KAY.
J. P. LONSHAN.
T. J. NEWMAN.
J. H. ROBERTS.
H. E. STOCK.
JAMES STRANGMAN.
E. B. SUMAN.
E. B. FIMPANY.
H. A. VANHORN.
R. V. WARREN.
R. E. WILS.

WOUNDED.

OSKAR ANDERSON, Sweden.
AXEL C. ANDERSON, Copenhagen.
KARL CHRISTIANSEN, Sweden.
THOMAS J. DURECKIN, Corning, N.Y.
MICHAEL FLYNN, Dublin.
ALFRED HALLBERG, Sweden.
JOHN HALLBURG, Sweden.
AMBROSE HAM, Indian Fields, N. Y.
JOHN B. LOAD, London, Eng.
CHARLES A. LOHMAN, Sweden.
CARL MATIASEN, Christiania.
HARRY M'GANN, Vallejo, Cal.
WILLIAM M'NAIR, Pittsburg.
ARTHUR RAU, Germany.
JEREMIAH SHEA, Mass.
WM. H. THOMPSON, Philadelphia.
MARTIN V. WEBBER, Maine.
HENRY WILLIAMS, North Carolina.
BENJ. R. WILBUR, Philadelphia.

DOUBTED.

CHARLES ANDERSON, Norfolk, Va.
JOHN ANDERSON, Norway.
PETER JOHNSON, Sweden.
GEORGE JOHNSON, Abingdon, Md.

CRUISER TO GO TO HAVANA

Montgomery to Replace the Destroyed Battleship Maine.

This Time Extra Precautions Will Be Taken to Prevent Treachery.

If Necessary Vessels Will Be on Hand to Enforce Demands for Indemnity.

Special Dispatch to The Call.

NEW YORK, Feb. 17.—A Washington special to the Herald says: There is every reason to believe that the administration is determined to send a man-of-war to replace the Maine in Havana harbor, on the ground that there is just as good reason for keeping a vessel at that point at this time as there was when the Maine was ordered there last month. In all probability the United States cruiser Montgomery, which is returning to Key West from the city of San Domingo, will be selected. The Montgomery left San Domingo to-day for Key West. It is expected that she will cover the distance within three days. There is a possibility that the Montgomery may be employed to convey to Havana the court of inquiry which will investigate the destruction of the Maine, but as the court will not convene until Saturday, and will hold several sessions at Key West before proceeding to Havana, there has been no action taken by the department looking to the expedition of the Montgomery's return.

There has been some talk of dispatching the Marblehead, now at Mobile, Ala., to Havana. If it should be finally determined to select the Montgomery as the vessel to go to Cuba, Commander Converse will be given instructions with a view to preventing a repetition of the disaster suffered by the Maine. As was done by Captain Sigsbee, Commander Converse will be instructed to keep in close touch with Consul-General Lee and to act upon any suggestions for the protection of Americans and their interests that that officer may consider necessary.

It can be authoritatively stated that a battle-ship will not go to Havana harbor. In the first place the administration would not be willing to again risk a ship of this size, and in the second it is thought that such action might be considered by Spain as a menace. This impression the authorities desire to avoid giving.

Several insignificant orders were issued to-day by the Navy Department, which are regarded as highly significant by some of the officers on duty at the Navy Department. Instructions were given to Captain Purcell F. Harrington, commanding the monitor Puritan, and Captain Nicoll Ludlow, commanding the monitor Terror, to keep their vessels in communication. The Herald recently announced that formal orders had been issued by the department directing that these vessels be placed in reserve. It was explained to me by an official of the department that the action of the department was not due to any suggestion of war, but that it was considered advisable to take precautions and be ready to meet any emergencies that may arise.

It is recognized by officials that if it should be found that the loss of the Maine was the result of an explosion an indemnity would be demanded, and it is therefore regarded as good policy to be prepared to support a demand in case it should be made.

The Puritan is now undergoing repairs at the Norfolk navy yard, and it is not expected that she will be ready for active service under two weeks. The Terror to-day is ready for service. These vessels would be employed as coast defense vessels.

It is also proposed by the department to place the dispatch boat Dolphin in commission on March 24. Orders were issued to-day to officers and men of this vessel directing them to report for duty at the Brooklyn navy yard on March 23. The Dolphin will probably join the North Atlantic squadron.

CONGRESSMEN TALK OF WAR

Even the Conservatives Are Aroused by the Calamity.

They Say That American Honor and Liberty Must Be Vindicated.

It Is Time That the United States Drove the Spanish Soldiers From Cuba.

Special Dispatch to The Call.

Call Office, Riggs House, Washington, Feb. 17.

At the capitol end of the avenue there is the same feeling of suppressed excitement that prevails at the Navy Department, but very much to the surprise of everybody there have been no outbreaks on the part of those who have heretofore lost no opportunity to criticize the administration's foreign policy. The only way the Maine incident figured at all in the day's proceedings in Congress was in the Allen resolution calling for an investigation, but there was very little of this, for it went over under the rules. It will be called up to-morrow, but will probably be sent to a committee, the majority of the sentiment in the Senate being that nothing should be done at this juncture that can possibly interfere in any way with the plans of the executive department.

But off the floor there was talk, and plenty of it. A few members of the Senate and House cling to the accident theory, but the great majority inclines strongly to the belief that a torpedo did the work, and that it was sent against the American man-of-war by Spanish hands.

Perhaps the most significant indication of the growth of this feeling is found in the attitude of certain Republican members of the House Committee on Foreign Relations. That committee held a long session this morning at which the whole Cuban situation was gone over at length. Representative Adams of Pennsylvania, who is chairman of the sub-committee having charge of the Cuban end of the committee's work, has all the time been engaged in sitting down on all efforts of the other members to get at the facts in the Cuban situation, and in this he has had the active assistance of Quigg of New York. Indeed, Quigg has been regarded as the most conservative member of the committee, not excepting Chairman Hitt. But to-day Quigg, Pearson and Smith of Michigan, all Republicans, gave strong indications of a purpose to do their part toward forcing the administration to aggressive action. Quigg was particularly outspoken outside of the committee room. He declared that not only he but the business men of New York are now convinced that a war cannot be avoided, and the sooner it was entered upon the better. In view of Quigg's close relationship with Senator Platt this talk was regarded as most significant. This is, however, but one indication of the general feeling that the terrible disaster to the Maine is the spark that will ignite the war spirit.

But the conservatives believe that no official expression of the administration or of Congress should be given until something definite is ascertained as to the cause of the explosion. For this reason most Senators and Representatives are guarded in their expressions to interviewers. As one of the most conservative Republican members of the Senate Committee of Foreign Affairs put it this evening, "We have been working along for many months with a lot of live wires crossed and recrossed and touching at many points. So long as we were able to keep each in place and all properly insulated there was no danger. But we have all realized that were the insulation to wear off there would be a flash that would only mean war."

The same Senator declared that if indications of a torpedo's work were found he did not believe anything or any power could prevent war—no matter what steps Spain might take to punish the perpetrators of the deed, and no matter how much indemnity she might offer to pay the United States. Of the Republican Senators Mason of Illinois is doing the loudest talking for the papers.

"Spain is responsible for this, and in a sense our own Government is responsible," said he this evening. "The disaster to the Maine could not have come from the inside—naval experts agree to that. It was a blow dealt by an enemy, and Spain is responsible.

"When I say that our own Government is responsible I mean this. The Maine was sent there on an alleged friendly mission. The administration lied, to use the language of diplomacy, when it said the Maine was going to Havana on a friendly mission. That was not the object of the visit, and every precaution should have been taken. Had she gone as she ought, as an enemy in search of a foe, the ship would have given a different account of herself, and would not now be at the bottom of the harbor. I want to see the administration order the whole fleet to Havana, and I want to see the fleet go there on business other than that of a 'friendly visit.' If I had my way, we would send 100,000 troops to that island and drive the Spaniards off of it. There will never be any peace until Cuba is free of those fellows."

Republican Senators who have contended that the time for action had not arrived now incline to the belief that this Maine horror will in the end prove the casus belli which all have expected would in the end come, no matter how strong the efforts of the administration to prevent it.

Senator Perkins of California, a member of the Naval Affairs Committee, who is usually very conservative in his expressions, states it as his positive belief that the Maine's destruction resulted from design rather than accident.

Representative DeVries said: "From present information concerning the recent lamentable disaster at Havana to the Maine, I am not sufficiently up on which to base a definite expression of opinion. Vague rumors are equally uncertain and unreliable upon which to offer an expression touching a matter of so grave and serious importance. But certainly, in the face of disclosures leading to the confusion of a premeditated destruction of our ship, traceable to Spanish origin, nothing can further restrain American indignation and action. It must strike the American people that the Government has in a great measure abdicated its mission on earth (the establishment of liberty) to mankind by sitting idly by and permitting the butcheries that have been perpetrated by the Spanish upon Cubans at our very doors.

CAPTAIN SIGSBEE WAS WARNED BY A SPANIARD

Continued from First Page.

cular of warning. He had simply placed it in the letter which he had sent her.

From Paymaster Charles W. Littlefield, who returned from Havana a week ago, having been relieved from the Maine by Paymaster Charles M. Ray, I learned that Captain Sigsbee had received the circular while going to a bullfight which he attended on January 30, in company with other officers of the vessel. Mr. Littlefield was unable to witness the sport on account of some pressing work, but in talking with Captain Sigsbee during the evening he learned that while that officer was forcing his way through the crowd the circular was placed into his hand. Captain Sigsbee mechanically clutched it and brought the paper with him to his ship.

"The captain paid no attention to the circular," said Littlefield, "except to joke about it." No one for a minute thought it a warning, and I do not believe it was. Captain Sigsbee took every precaution possible to prevent any attempt to injure his vessel. From my knowledge of the ship and of the conditions which prevailed in the harbor, I believe the disaster was due to an accident precipitated by an interior cause. The circular, with the warning in English, was simply coincidental with the catastrophe."

KEY WEST, Feb. 17.—Every effort to obtain an expression from the officers in regard to the explosion has proven fruitless. The same reticence which has characterized the utterances of Captain Sigsbee and Consul-General Lee was manifested by the officers. The crew, on the other hand, made no concealment whatever that the Maine was blown up by a torpedo or other destructive missile placed under the battle-ship, and some give substantial reasons for their assertions.

They assert that an examination of the ship's bow by a diver will demonstrate the fact that the holes in her plates are inward indentations.