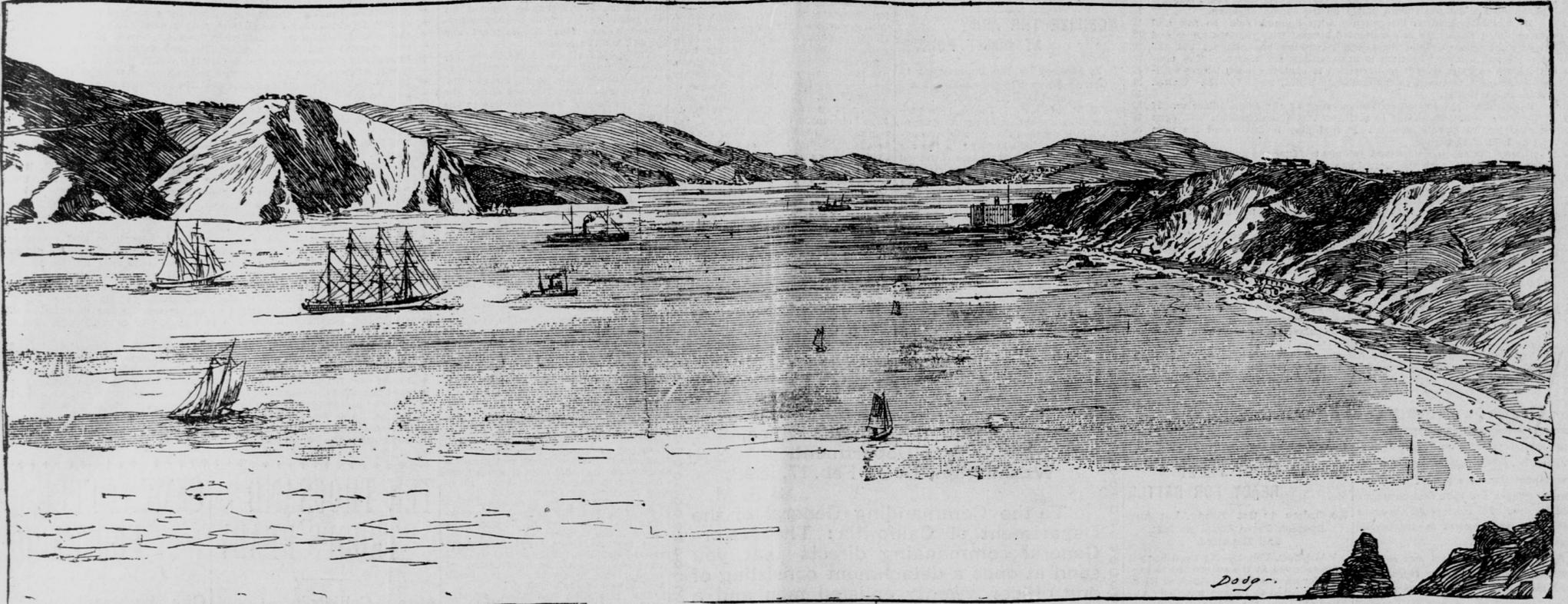


THE WORK OF FIENDS MAY LEAD TO WAR



GUNS THAT GUARD THE GOLDEN GATE.

On the high land to the right is shown a portion of the line of works defended by 12-inch rifled guns; in the middle foreground is old Fort Winfield Scott, while across the entrance to the harbor is shown the bluff batteries, mounting a number of heavy rifled guns. This is the most elevated battery mounting modern guns in the world.

TORPEDO SENT TO DESTROY THE MAINE

No Longer Doubt That an Atrocious Crime Was Committed.

Officer of the Deck Saw the Boat Circling the Ship, and Men Saw the Missile Coming.

KEY WEST, Fla., Feb. 18.—I visited the Marine Hospital this evening and, through the courtesy of Surgeon Guitieras, was permitted to see nine seamen of the Maine who are placed under his charge. I found them as contented as their conditions would permit. They all assured me they were receiving every possible care and attention and several expected shortly to be discharged from the institution, notwithstanding the fact they were among those most seriously wounded.

From Frank G. Thompson, a petty officer of the Maine, now under treatment at the hospital, I obtained some additional facts connected with the disaster. He says that shortly before the explosion he was on the port gangway with twenty-five or thirty others who, like himself, had gone there to get a whiff of fresh air, as it was too warm below. They all turned in at 9 o'clock.

Shortly afterward he heard the sentinel's call of "All's well!" from the Spanish warship Alfonso XIII, which was answered by an encho from the fortifications on either side of the harbor. Just as he fell asleep he felt a shock like an earthquake. Opening his eyes he saw what appeared like a hurricane of flames, by which he was hurled into the air, falling into the water, whence he was removed and taken aboard the Spanish war vessel. He is firm in the belief that there were two distinct explosions and that the first, which lifted the bow of the Maine, did not occur in the magazine. He says the magazine had been visited but a short while previous and its temperature was cool. He had never felt that the slightest danger menaced the magazine and he had previously seen it so warm

during target practice that he could scarcely place his hand upon it.

What appeared to have made the deepest impression on all with whom I have conversed in relation to the matter is the fact that the explosion should have occurred after the 9 o'clock "tattoo," when every man was in his hammock asleep and the lamps put out.

Another singular feature is the talk about mysterious boats and other floating objects some of the Maine's crew say they saw immediately preceding the explosion. They say a small black boat entered the harbor and circled the Maine several times during the evening.

"Quartermaster Ferris," Thompson states, "hailed this mysterious boat twice as she approached the Maine on the port side, but received no response. Thompson also says that immediately preceding the explosion the officer of the deck—Lieutenant Blandin—saw through the gloom a brilliant object which looked, as the officer subsequently described it, as though a ship were afire on the starboard. He called the captain's orderly—William Anthony—intending to report the circumstance to Captain Sigsbee, but before he could do so the explosion took place and both were hurled into the water."

Both were saved and will undoubtedly give evidence which will be material at the court of inquiry which, I am informed, will be convened in this city. An official examination of the Maine has already been ordered. Six divers with outfits were sent to Havana by the Olivette to-night.

Public interest in the destruction of the Maine continues unabated. It is the all-absorbing topic of discussion in this city. One thing that tends to keep up interest in the Maine's disaster is the constant movement of the vessels of the fleet, the frequent arrivals and departures from this port being in obedience to instructions from Washington. The arrival or departure of torpedo boats to or from the flagship New York, which still rides at anchor outside the bar at the entrance to this harbor, never fails to attract a crowd of idlers who, although in entire ignorance of the object of the messenger's mission, are convinced that in some manner it is connected with the deplorable accident. The presence on the street of survivors with bandaged heads or injured bodies never fails to draw crowds. If the injured bluejacket possesses a garrulous tongue he is never without an attentive and appreciative audience.

Reports from the army barracks and Marine Hospital, where the wounded seamen are being cared for, show they are rapidly convalescing, and the majority, whose injuries were slight, will shortly be discharged from the institution as cured. Others, however, whose wounds are of a more serious character, must remain cripples for life.

CONGOSTO SENDS AN EXPLANATION.

According to His View, the Fire on the Maine Started From a Powder Magazine.

Copyright, 1898, by James Gordon Bennett. HAVANA, Feb. 18.—To the Editor of the Herald: Up to the present no inspection of the Maine's hull has been made by any divers. The arrival of the American divers is awaited in order that they, accompanied by Spanish divers, may proceed to make an examination. Judging by the external appearance of the ship and the manner in which the explosion took place it can be affirmed, without fear of making a mistake of any sort, that the fire was caused either by a boiler explosion, which set fire to the powder magazine, or else by some other cause, the nature of which cannot be positively stated.

like the Maine, men cannot set fire to the powder magazine without having first perforated the double-bottom and "coffer dam."

The fire in this case was so instantaneous that at the moment of the explosion of the grenade which shot out from the Maine, flames were sweeping over the deck of the vessel. That shows the fire started from the powder magazine. The innumerable successive explosions show that the fire was then reaching the reserve magazine and rapid-fire ammunition. The body of the hull appears to open on the bow from within. The deck is raised, turned into a sort of vault and covered with innumerable fragments. A red-hot bolt fell on the port awning of the Spanish warship Legazpi, which set fire to the awning. Another bolt struck the side of a boat, which had to be lifted from the water to save it from sinking. The Alfonso XII was anchored about two-thirds of its length from the Maine, and the Legazpi was by the bow, looking toward the Alfonso XII. Before attending to the safety of these vessels by separating them from the Maine, all the crews and officers in boats occupied

The explosion was instantaneous, and in the case of a double-bottom vessel themselves only in the rescue of the Maine's personnel. CONGOSTO.

SURVIVORS ARE SENT TO KEY WEST.

Two More of the Wounded Sailors Die, While Bodies of Victims Are Sent to the Cemetery.

HAVANA, Feb. 18.—The Mangrove sailed this evening for Key West with Edward Mattson, B. B. Wilbur, J. C. White, Daniel Cronin, John Coffee, J. H. B. Lover, Fred Hernes, James Rowe, Charles Pilker and William McGuinness. Two more of the wounded sailors died to-day. Alfred J. Holland died at the military hospital.

At 8 o'clock this evening 135 bodies had been recovered. Each is placed in a coffin and carried to the Colon cemetery, where Chaplain Chadwick of the Maine conducts funeral services.

Among those identified whose names have not already been cabled are Carleton Jencks, Flynn (Michael or Patrick), Francis Phillips, Noble T. Mudd, Thomas J. Jones, Francis J. McNeice, Barry (John P. or Lewis L.), Charles Curran, Patrick Hughes, William Donoghuey, Frank Sutton, Daniel Prince, Henry Cross, Charles F. Just, Daniel J. Boyle, William J. Horn, Joseph Scully, James T. League, Trubie Finch, Thomas J. Hearty, Walter Sellers, Charles Franke, Fisher (Frank or A. J.).

There remain at the San Ambrosio William Mattison, Francis D. Cahill, Frederick C. Hober and James Waller, still in a serious condition, but better than they were yesterday. George W. Koebler, John Heffron and Jeremiah Shea are somewhat improved. Dr. Maas does not despair of saving them all.

The Bishop of Havana telephoned Chaplain Chadwick a license to hear the confession of our poor sailors. None have complained. On the contrary, all have expressed themselves as satisfied with assistance offered them under the circumstances.

On the night of the disaster Captain Sigsbee requested Admiral Manterola to station boats around the wreck so as to prevent any one from approaching it without official leave. As a result only those with special permits are allowed to get near the wreck. Captain Sigsbee himself going in the early morning to the scene of the disaster was warned off, not being recognized, and was obliged to return and get a formal permit from the naval authorities.

WORSE THAN MASSACRE OF THE ARMENIANS.

Rev. J. Minot Savage Says There Is a Limit to the Nation's Patience.

NEW YORK, Feb. 18.—Rev. J. Minot Savage of the Church of the Messiah, responding to a toast at the banquet of the Pulp and Paper Manufacturers last night, said:

"As one thinks of the sad disaster that has befallen the Maine in the harbor of Havana, he can but wonder at the patience of the people of the United States. We have been thrilled and stirred by the massacre of the Armenians, but one here at our door has been worse, yet we have had patience."

"I do not advocate war, and I would like to see the day when all affairs could be settled by arbitration, but the limit of patience and humanity may come. Let us be ready to stand up for that freedom and manhood upon which the country rests. We ought to have dignity and power with every country. We should have a navy. If we cannot build one rapidly enough let us find where they have one for sale. Let us buy one and then dare to assert our will." Dr. Savage's words caused intense enthusiasm, the guests rising to their feet and cheering.

AMERICA IS PREPARING FOR WAR

Steps Taken to Guard the Defenses of This City About the Bay.

No Chance for Spanish Treachery to Tamper With the Big Guns in This Harbor.

THE United States Government is making active preparations for war. On this point there is not the shadow of doubt. Since the disaster to the battle-ship Maine in the harbor of Havana the War Department has

issued orders for immediate preparations to resist attack and directed that extra vigilance be taken to prevent any persons treacherously tampering with the modern breech-loading guns commanding the important harbors of the United States.

It is definitely known that the department at Washington has wired General Shafter to use the utmost vigilance in guarding the guns of this harbor. The telegram from Washington to General Shafter is elaborate and gives instructions in detail regarding the desired preparations. General Shafter, who was in Bakersfield when the message came over the wire, at once ordered necessary precautions. In obedience to orders the guards at Fort Point, Lime Point and at the mortar and dynamite batteries were doubled. Yesterday the regular force of patrol guards was largely increased.

An attack on San Francisco is not regarded as imminent or probable, but it is doubtless surmised by the military authorities that Spanish sympathizers might, in the event of a sudden outbreak of hostilities, seek to place a charge of dynamite under the big rifled guns which command the approach to the harbor of San Francisco. The instructions by wire from Washington go further than directions for added vigilance in guarding the heavy ordnance. Orders came to have ammunition ready for immediate use. A careful inspection of all the batteries has been ordered by General Shafter. He was in Bakersfield last night and gave his orders by wire from that point. Every gun is being minutely inspected to ascertain if anything is out of gear that may require the attention of a machinist. The stock of ammunition for the twelve and ten inch rifles and the mortars is not very large, but is sufficient for any immediate requirement in the event of hostilities between the United States and Spain. The reserve supply for the batteries of this harbor is stored in Benicia arsenal. In accordance with orders from the department commander, Colonel Miles, commanding the post at the Presidio, gave the necessary orders for posting the additional sentries at the fortifications. Colonel Miles was asked by The Call yesterday if the extra vigilance ordered embraced a patrol along the shore of the Presidio to prevent persons from landing in small boats. He said, in answer to the inquiry, that the patrol system was complete and that the batteries were carefully guarded against the approach of unauthorized persons. He expressed the hope that the newspapers would have little to say concerning the extra precautions, as the publicity might tend to inflame the public. At the Presidio the officers who were advised of the orders from the War Department