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# EL PASO DAILY HERALD.

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nowadays is how to save the dollars. If you will let us fill your HARDWARE order the question mark will disappear and you'll have most of your dollars left. Money saving is our strongest point. A long experience has taught us how to buy savingly, and we divide the saving with you.

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Paints, Oils, Brushes, Varnishes, Etc. Agent for O'Brien's Celebrated Carriage Varnishes and Raymond & Co.'s Enamel for Furniture, Bric-a-Brac (all colors). Let me give you an estimate on the next painting you need.

Satisfaction Guaranteed. Have no competitors on the price of Paints, Oils, Etc.

## NEW YORK HAT FACTORY and Steam Dye Works

308 SAN ANTONIO ST., EL PASO. Silk, Soft and Mill Hets Cleaned, Dyed and Made Over in the Latest Styles. I have a first-class Tailor who cleans dyes and presses Ladies' and Gent's clothing. Will block your Hat while you wait. All work guaranteed.

D. PAUL FARQUHAR, Practical Hater.

## This Sign



Applies to our "MERIT" brand of BUTTER.

As much as to anything else we have in the store. It's a mild, sweet butter, and is uniformly good. I couldn't buy a better butter, no matter what price I paid for it. It could be made for nothing but the best is good enough for my patrons.

After you're tired of experimenting with inferior butters, try the brand with the word "MERIT" on every pound print, and you'll stop experimenting.

25c A POUND, ONLY AT

J. B. Watson's GROCERY STORE. 101 San Antonio and Stanton Streets. Phone 151. EL PASO, TEXAS.

Another Carload

OF

## CHOICE APPLES

Just Received. Ben Davis, Roman Beauty, Roman Knight, etc., 7 lbs. for 25c.

\$1.00 buys a box of this choice fruit, weighing 37 to 40 lbs.

## ORANGES

A special consignment of Choice Mexican Oranges at 20c per dozen.

It is needless to say these fruits are selling rapidly. The prices remain good until the entire shipment is sold.

El Paso Grocery Co., CORNER Oregon & E. Overland.

THE COMMERCIAL CENTER OF EL PASO.

Corner El Paso and San Francisco Streets. LOCATION OF

## The Big Three

In One...

1st. A well Assorted Music Store.

2d. Bicycle, Sewing Machine, Athletic and Sporting Goods Department.

3d. Mexican Curle and Art Store.

A visit to this department is equal to a trip through the Republic of Mexico.

W. G. Walz Co. EL PASO, TEXAS.

See Schutz About Insurance.

When the average man thinks of insuring his life he knows, as a rule, very little about what he is getting, but is led to a very large extent by the representations of the agent with whom he deals. He has more or less indefinite ideas of what he wants; expecting the agent to put them in shape for him a suggestion of the many different plans, he one which best suits his conditions. How necessary and important then that he should select with care the agent upon whose intelligence, experience, and particularly integrity, depends upon the making of a contract that is to bind him for fifteen or twenty years, or even, perhaps for life.

The undersigned is the duly authorized district agent of the Mutual Life Insurance Co., of New York. Having resided in this city for the past 22 years, his reputation for fair dealing has been fully established.

Persons wishing life insurance will find it to their interest to consult with him. He has every plan of insurance and will be glad to explain them.

S. C. SCHUTZ, 117 S. Oregon St.

War has been Declared.

Between Romulus and the bull Sunday afternoon at 3:30, and those who fail to see it will miss a battle royal.

El Paso Grocery Co., leaders of low prices, are now selling two dozen of good, fresh eggs for 25 cents.

Two 3-b cans Cal. table peaches, or apricots or plums for 25c Star Grocery.

# RALLY 'ROUND THE FLAG, BOYS

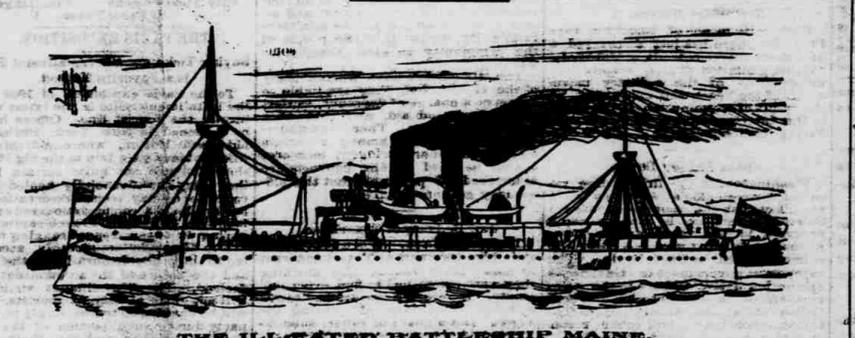
Spanish Treachery and Vengeance has Stirred up the Country as it has not Been in Thirty-five Years.



Divers Have Found That the Battleship Maine Disaster Was Caused by the Explosion of a Torpedo.

Divers Working at the Bottom of the Wreck Discover an Eight Inch Hole in the Ship's Plates—Secretary Long Has Ordered All Men Aboard Vessels, and to be In Readiness for Service.

The New York Journal Comes to the Front With an Offer of \$50,000 for the Detection of the Perpetrators of the Battleship Maine Outrage.



THE ILL-FATED BATTLESHIP MAINE.

KEY WEST, February 17.—A dispatch from Havana this morning says divers have found evidence that the Maine was destroyed by a torpedo. A plate was found with an eight inch perforation hole, it is stated. Gen. Lee and Capt. Sigbee are both convinced that the explosion was due to a torpedo surreptitiously placed in the condenser pipe. They have called attention to the statement that the explosion was caused by dynamite or a boiler.

\$50,000 REWARD OFFERED BY THE JOURNAL.

NEW YORK, February 17.—The Journal has deposited \$50,000 with Wells-Fargo and company, to be given as a reward for the detection of the perpetrators of the Maine outrage, whether "person, persons or government." The Journal decided to its own satisfaction that the Maine was blown up by the enemy.

It may be stated that all facts justify the belief that an explosion outside of the Maine's hull was the cause of her destruction.

The Journal today prints extracts in red ink stating that the Havana cable had been cut as an act of war and that an enormous torpedo hole had been found in the main with a picture of the hole. The LOCAL WARFARERS were madly excited until both the red ink and the hole proved unauthentic.

HAVE CAPTAIN SIGBEE.

HAVANA, February 17.—Captain Sigbee was the last man to leave the battleship Maine. A few minutes after he was pushed away from the wreck tears came to his eyes as he looked back and thought of the gallant men whose lives had so suddenly gone out. The captain tells the story of the disaster concisely, but refuses to talk regarding the cause.

"In such cases, it is best not to think," he said, in reply to a correspondent. "It is best to know. That requires investigation and time."

Speaking of the explosion he said: "There is little I can tell. I was in the cabin at the time, and had just finished a letter to my family when the crash came. The ship lurched heavily to port and I knew in an instant what it all meant—that my ship had blown up. All the cabin lights were put out and I groped my way out of the apartment. On reaching the deck I gave orders to the post-pontry to keep silent and floor the magazines, but the magazines were already flooding themselves. I saw then that the disaster was complete."

AN INSULT TO AMERICA.

After the explosion shrieks and cries were heard coming from the sinking ship. In a few minutes crowds flocked to the piers and wharves on the shore watching, as well as possible, the fearful sight. Mingling with the ebbers of the walls of the wounded and drown-

ing sailors, were heard shouts of, "Viva España! Mueran los Americanos! Manana tendremos buques pesados on bahia!" (we shall have good fishing in the bay tomorrow), and such remarks coming from the Spanish rabble congregated in great numbers around the wharves and seemingly delighted at the misfortune which had befallen the American ship. It was then, for the first time, suspicion of foul play came to the mind.

Having induced a boatman to take him to the side of the burning vessel, your correspondent succeeded in seeing a sight most horrible, which is not possible to describe.

ONLY 21 BODIES RECOVERED.

Up to 6 o'clock this morning only twenty-one bodies were recovered out of 250 odd men who were on the battleship Maine when the explosion occurred and who perished as a result of the explosion. These bodies have been recovered at various points.

CAPT. SIGBEE'S VALUATION OF LIFE.

Not long ago the Maine with Sigbee 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 engine reversed and to the amazement of the beholders he steered straight for the pier and ran into it amuck. The pier was badly crushed, the Maine's nose was bruised, but several hundred human lives were saved. The excursion boat ran clear, but sea loaded freight cars, that were rattling on the pier, went to the bottom of the river. There is no doubt as to Captain Sigbee's relative valuation of human life and property. About \$400 in property was destroyed but 1800 lives were saved. That was not a bad ten minutes' work for a man whose business it is to kill.

MESSAGES OF CONDOLENCE.

WASHINGTON, February 17.—The state department is receiving messages of condolence and sympathy over the Maine disaster from the governments all over the world.

The state department received the following telegram from Consul General Lee early last night:

"Profund sorrow is expressed by the government and municipal authorities, councils of foreign nations, organized bodies of all sorts and citizens generally. Flags are at half mast on the governor general's palace, on shipping in the harbor and in the city. Business is suspended, theatres are closed. The dead number about 260. Officers Meritt and Jenkins are still missing. Suppose you ask that a naval court of inquiry be held to ascertain the cause of the explosion? Hope our people will

repress excitement and calmly await the conclusion."

GETTING READY.

WASHINGTON, February 17.—Secretary of the Navy Long, purely as a precautionary measure, provoked his former orders to place the double monitors Puritan and Terror in reserve at League Island. They are now undergoing repairs at Norfolk. The order to keep the monitors and men aboard the vessels which will be kept in commission ready for service as soon as repairs are completed. At the navy department it is said there is no significance in the change of the orders.

THE NUMEROUS REQUESTS received at the navy department today that the victims of the Maine disaster be shipped home for Christian burial will have to be ignored.

SENATOR ALLEN DOWNED.

Senator Allen, of Nebraska, introduced a resolution in the senate directing the committee on naval affairs to make a thorough inquiry into the destruction of the battleship Maine, and report the result of same to the senate. Mr. Hale thought the resolution unnecessary, as everything possible was being done already. Mr. Allen said he wanted the resolution adopted. Senators not members of the committee on naval affairs or of the committee on foreign relations could obtain no information as to what was going on. They were rigidly excluded as though they were not senators. He should like to know what effort was being made in the inquiry as to the cause of the unfortunate disaster. He would like to have the resolution adopted without debate. Senator Chandler retorted, "I object to the consideration of the resolution." So it went over.

A MESSAGE FROM GOV. TANNER.

SPRINGFIELD, Ill., February 17.—Governor Tanner today sent this special message to the legislature in extra session:

"The news of the calamity which has overtaken the United States battleship Maine and its ill-fated crew, fills me with grief and horror, and I assure the general assembly will, by joint resolution, express sympathy to the gallant dead and wounded and their relatives. I am unwilling to believe the loss of the Maine was the result of a deliberate intention. I trust the official investigation ordered by our government may demonstrate what caused the accident. In view of the uncertainty which exists as to this point, it would seem, before the legislature adjourned sine die, it should authorize the executive to tender to the president of the United States whatever moral and material support that may be necessary in this emergency to maintain the honor of the American flag and prevent or publish any attempt at hostile invasion on our common country."

THE SAVED.

Captain Sigbee reported to ad-

to a cable message of inquiry, the following officers and men were saved from the Maine:

Captain C. D. Sigbee, Lieutenant Commander R. Wainwright, Lieutenant G. F. Whitman, Lieutenant J. Hood, Lieutenant O. Junges, Lieutenant C. P. Blow, Surgeon S. G. Heneberg, Paymaster O. M. Kay, Chief Engineer C. P. Howell, Lieutenant J. J. Blenden, Chaplain J. P. Childwick, First Assistant Engineer F. C. Bowers, Lieutenant of Marines A. F. Catlin, Assistant Engineer J. R. Morris.

Naval Cadets—J. H. Holden; W. T. Cluverius, R. Bronson, P. Washington A. Croushaw, J. T. Boyd, Boatswain F. E. Larkin, Gunner J. Hill, Carpenter J. Helm, Paymaster's Clerk B. McCarthy.

Men—Redon, Larson, Hallberg, Bullock, Melville, White, Gault, Knutida, Noppin, Turpin, Harris, Lutz, Jortson, Höllman, Höbert, McDevitt, Folly, Hutobins, Schwartz, Richards, Teackie, Flyhite, Dressler, David, Michaelson, Sobman, Fox, Wilbur, Waters, Anderson, Christabson, Koehler, Ericsson, Mack, Williams, J. White, Pauls, Coffey, J. W. Allen, Roe, D. Cronin, F. Cahill, J. Kane, Jerome, C. A. Smith, G. Shea, Hercules, J. Heffron, Bloomer, Johnson, Bergman, Mattison, A. Johnson, Pletcher, Holtzer, Loftus, McGinnis, W. Mathias, Furness, Good, Dackins, Rau, McNair, Gabro, A. Hallock, Senech, A. Knez, Benjamin, McKay.

MISSING OFFICERS.

The two officers of the Maine whom it is feared are dead are Lieut. (junior grade) F. W. Jenkins and Assistant Engineer Darwin D. Merritt.

Mr. Jenkins was born in Allegheny City, June 23, 1865, appointed naval cadet Sept. 23, 1882, by Representative Thomas M. Boyce. After a short cruise on the Atlantic he was graduated June 1, 1888, after which he served successfully on the Galesburg, Kearsarge and Swatara.

Assistant Engineer Merritt was born at Red Oak, Montgomery county, Iowa, April 12, 1872. He was appointed to the naval academy Sept. 10, 1891, graduating at the head of his class four years later. He went to sea on the Amphitrite and was subsequently transferred to the Indiana, receiving final graduation July 1, 1897.

EXPRESSED SYMPATHY.

BERLIN, February 17.—The emperor has wired President McKinley expressing his heartfelt sympathy and regret at the loss of the warship Maine.

HOLE DISCOVERED IN THE MAINE.

LONDON, February 17.—A dispatch from Havana says the workers at the bottom of the warship Maine have discovered an eight-inch hole in the ship's plates.

(In New York the above is believed. However, it is regarded as strange that a message of this kind could get by the press censor at Havana.)

GOOD WORDS FROM THE ENGLISH.

In the house of commons today John Dillon asked Lord Goschen, first lord of the admiralty, if the English admiral had received any information regarding the blowing up of the United States warship Maine beyond that which has been published in the newspapers. Mr. Goschen said: "The admiral has received no official information of the occurrence, but I take this opportunity of publicly conveying to the navy department at Washington, my deepest sympathy over the terrible disaster which has overtaken the vessel."

Mr. Goschen's reply evoked loud cheers from every part of the house.

[Continued on fourth page.]

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