

STILL THE ORDER OF THE DAY

WAR WITH SPAIN NOT PROBABLE

CRUISER VIZCAYA COALED

That Is the Officially Expressed View at Washington.

An Officer of the Administration Insists Nothing Has Been Developed Yet to Show the Guilt of Spain.

NEW YORK, Feb. 22.—The Herald's Washington correspondent telegraphs: Whatever may be the final conclusions of the naval court of inquiry as to the cause of the Maine disaster, the administration, I am in a position to state, does not anticipate any contingency which would justify the belief that war with Spain would be the outcome. The authorities all declare that the military and naval preparations now in progress are not in anticipation of such a contingency. They are solely of a precautionary character.

While the Maine disaster doubtless had the effect of stimulating the administration and Congress to active preparations, all that is being done at the present time, the officials insist, is for the purpose of meeting unforeseen contingencies and with the expectation that increased military and naval strength will operate to stave off rather than increase the probabilities of war.

Up to the present time the administration officials have been reluctant to discuss the possibilities growing out of the Maine disaster. They have taken the ground that this country should consider the explosion an accident until there has been ample evidence to the contrary. Now that the public mind has sobered down an official in the administration, who is well acquainted with the President's views of the subject, told me to-day that the time had come when the Maine disaster and the causes which led to it could and ought to be dispassionately discussed.

While not having been authorized to make an official statement, the official with whom I talked does, I know, reflect the views of the administration. He said to me: "All the information at hand, officially and through the medium of the press dispatches, does not justify any conclusion whatever as to whether the origin of the explosion was from the inside or the outside. We have ample evidence, however, that it was not caused by any act of the Spanish Government. There have already been public expressions of disavowal and the deepest regret and sympathy expressed by the Spanish authorities in Havana and Madrid."

"Admitting that the explosion was due to some exterior agency, it must then be determined whether it was caused by accident or design before the United States can determine the degree of responsibility of the Spanish Government. The worst possible light that could be put on the matter would be that the vessel was blown up by a torpedo or mine directly under the control of the Spanish Government."

"Under these circumstances there would, of course, be strong suspicion that those in authority in Havana had connived at or actually ordered the work of destruction. But in the face of the absolute disavowal the United States would have to have very reliable evidence before we jumped to the conclusion that the deed was a hostile one."

"There is certainly nothing in all the facts and circumstances now generally known that would justify the conclusion that any Spanish official was responsible for the deed. But for the sake of argument we will admit that

some Spanish officer, through hatred for the United States, purposely exploded the bomb which blew up the Maine. The question now arises, what form of reparation can Spain make to satisfy the United States that the act was not a hostile one? The action of an individual is not that of a nation when it is repudiated by that nation, and an act which would be considered hostile when done by authority cannot be so considered when done without authority and promptly disavowed.

"The offending nation, however, would not only have to make ample reparation in the form of indemnity, but would have to punish the offender by death before the injured nation could accept the disavowal as sincere. "If an exterior agency caused the disaster, we must first show that Spain did not exercise due diligence in protecting the Maine while in her harbor. This established, Spain, of course, is responsible, and the degree of responsibility and the measures taken for reparation would be governed solely by what evidence can be adduced as to how the explosion occurred. I can see no possibility, however, of discovering anything that will show the act was a hostile one, sanctioned by the Spanish Government."

Both the War and Navy departments were closed to-day. Only one dispatch was received from Captain C. D. Sigsbee, commanding the ill-fated ship. It reads: "Send to Forsythe for Sigsbee a transverse sectional drawing of the Maine through the forward 10-inch magazine and shell room, showing the pocket coal bunkers."

This telegram is considered significant by those who believe the vessel's destruction was due to spontaneous combustion in her coal bunkers. Conservative officials of the Navy Department believe that Captain Sigsbee's request is merely for the purpose of informing divers as to the location of the magazine and the bunkers.

INGALLS PREDICTS A TREMENDOUS EXPLOSION.

Believes a Conflict Is Approaching That Will Change the Map of the World.

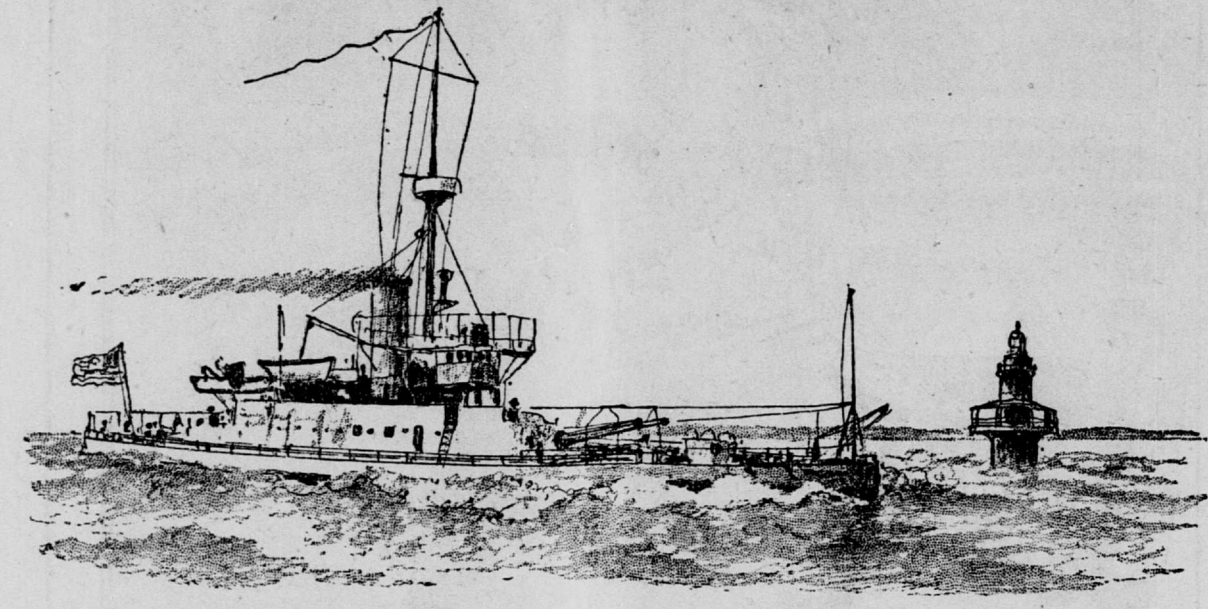
NEW YORK, Feb. 22.—An Atlanta (Ga.) special to the Herald says: Ex-Senator John J. Ingalls of Kansas believes that a general upheaval is near, when the map of the entire earth and the frontiers of nations will undergo a change.

"I believe we are on the brink of the most tremendous explosion that has ever been known in the world's history," he said to me to-night as he left his hotel to lecture in the Grand Opera House.

"There is a universal crisis at hand," he continued. "There are many causes which contribute to this crisis—the gigantic armament of the European powers, the territorial encroachment of the rival powers in the Orient and in Africa, the war of the laboring masses against their own condition and the accumulation of wealth by the other class. All are prepared for conflict. Armies are equipped with the most modern engines of destruction, and behind all this is a great class who look eagerly for war as an opportunity for employment and profit. I can't but believe that a struggle for readjustment of frontiers is not far off. We will come out of it all right, I feel certain, and I believe that civilization will be advanced, but it will work a change in the map of the world."

Mr. Ingalls made this prediction in discussing the situation arising from the Maine disaster, which he considers grave in the extreme.

The Coast Defense Vessel Terror Off Newport News Light.



AN INCREASE OF ARTILLERY

Senator Hawley Explains Why It Is Absolute Necessity.

Coast Fortification Guns That Must Be Properly Manned.

There Will Be No Opposition in the House to the Bill Passed by the Senate.

Special Dispatch to The Call.

Call Office, Riggs House, Washington, Feb. 22.

Senator Hawley, in reporting the bill for the increase of the artillery arm of the army by two regiments, said: "The speedy passage of this bill or its equivalent appears to be an absolute necessity. The Government, after long and careful consideration by those whose offices and studies qualify them to give the most valuable advice, has entered upon the execution of a systematic and elaborate plan of coast defense. The progress therein is indicated in extracts from the annual report of General John M. Wilson, chief of engineers. Existing contracts call for the emplacement and mounting on or before June 30, 1898, now rapidly approaching, 139 modern high-power steel guns, ranging in caliber from eight to twelve inches; twelve six pounders and 233 twelve-inch mortars, a total of 387."

These are to be scattered, according to the best judgment of the engineers and ordnance officers, from Maine to Puget Sound, having careful regard to the relative importance of the positions to be defended. The great need would be given to the men in charge of the guns on the coast, whose costly machinery requires much mechanical skill and practice. Men fit to be trusted to run great engines on our railroads, or even the ordinary steamers of river and lake, cannot be called into service at a day's or a month's notice. To handle, but especially to fire with precision, the new guns require the highest class of skilled labor. A careful estimate of the annual additional expenditure required to maintain the two regiments is \$550,054. But some months will expire before the regiments can be fully enlisted and organized, and while the scale of the first year, with its equipment, will be very considerably greater than that of average subsequent years, it is believed that \$450,000, possibly less, will suffice for the fiscal year 1899. It is

AMERICANS ADVISED TO LEAVE

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HAVANA, Feb. 22.—Americans in Havana have been quietly notified by Consul-General Lee that it might be well for them to send their families to a place of safety. These precautions were taken in view of the fact that there is a strong suspicion that the volunteers—anti-American and anti-autonomy—have been inspired to create trouble in case the Maine inquiry proves that the catastrophe was due to design. In justice to the authorities in Havana, I can say that they are taking every precaution in their power to protect all foreigners alike.

scarcely worth while to enlarge upon the wisdom of establishing the defenses of our very extended coast. Successive Congresses have vigorously and liberally asserted it.

To this is added a number of reports, including a letter from Acting Secretary Meldejohn and General Miles, the latest being a letter from General Miles, written yesterday, in which he says: "My Dear Sir: Referring to our conversation this morning, I have the honor to state that batteries have been placed in position in new fortifications at Portland Head, Maine; Grover's Cliff, Boston harbor; Fort Hancock, approach to Philadelphia; approaches to Washington; the coast of North Carolina; Charleston harbor; Mobile, Ala.; Galveston, Tex.; Fort Baker, Cal.; Fort Point, Cal., and Port Stevens, Or. Batteries will also be placed within a few months on new fortifications at Great Diamond Lake, Boston harbor; Dutch Island, Narragansett Bay, R. I.; eastern entrance to Long Island Sound, N. Y.; Delaware City, Del.; approaches to Savannah, Ga.; New Orleans; San Diego, Cal.; entrance to Puget Sound, Wash., making in all twenty-six new seacoast fortifications for the defense of the great cities of the Atlantic, Gulf and Pacific coasts, where fortifications have been and are being erected and where artillery is required to protect and man these batteries. We are sending small detachments of men to keep them in fair condition and protect the ammunition, but these are not sufficient to man said batteries, hence the necessity for two additional regiments of artillery is imperative and requires immediate attention."

There are also reports from General Wilson and General Flagler, showing the necessity for the additional force. It seems probable that the bill which passed the Senate to-day to create additional regiments of artillery will pass the House without much opposition if it is reported while the House is in its present temper. The military affairs committee has jurisdiction over this bill, and Chairman Hull is now absent at his home in Iowa. No opposition is likely to be encountered from the appropriations committee. Chairman Cannon is heartily in favor of it, but he wants it distinctly understood that his support is in nowise based upon sentiment produced by the Maine disaster or any idea that the situation is at all critical.

"I favor the bill," said he to-day, "because I believe the guns in the fortifications we are building should be manned."

OFFICIALS ARE MUCH RELIEVED

Recovery of the Cipher Code and Signal Books.

Captain Sigsbee Had Been Instructed to Carefully Guard Them.

An Official Announcement From the Maine's Commander That Removes Uneasiness.

Special Dispatch to The Call.

NEW YORK, Feb. 22.—A Washington special to the Herald says: There is a feeling of relief in official circles over the recovery of the cipher code and signal books from the wreck of the second-class battleship Maine. Official announcement of their recovery was contained in a dispatch received last night from Captain Sigsbee, the vessel's commander who has placed them on board the supply ship Fern. These books will remain in the custody of the Fern's commander until the return of his vessel to Key West, when they will be placed under the charge of an officer and sent to the Navy Department.

Appreciating the importance of preventing the books from falling into strange hands, I understand that the first dispatch sent by Secretary Long to Captain Sigsbee after the issuance of orders for the recovery of the dead bodies of the lost sailors, directed that the wreck be closely guarded and no persons be allowed to approach it who had no business there. The Department was on tender hooks until the receipt of the information announcing the recovery of the books.

"Had the books fallen into the possession of the Spaniards," said a prominent official to me to-day, "the result would have been extremely embarrassing to this Government. Of necessity, the first step taken would have been to adopt a new cipher and signal code and to have distributed them to all the United States men-of-war in the world. This would have taken time."

"If war had been in progress during that period, the fact that our cipher and signal codes were in the possession of our enemy would have been most embarrassing to the naval forces of this country, and the falling of any important ciphers into Spanish hands would have naturally resulted in giving them an opportunity to meet any surprise movement we might have attempted."

Cromwell Line Steamers Stop.

NEW YORK, Feb. 22.—A New Orleans special to the Herald says: New Orleans shippers are advised that no more Cromwell line steamers will sail for this port from New York until further orders from Washington. The United States cruiser Marblehead now here for the Mardi Gras suddenly stopped receiving visitors about noon and there was hustle and bustle aboard. It is reported that she has orders to be ready to move at a moment's notice.

CRUISER VIZCAYA COALED

Due Precautions Taken to Guard Against Cranks.

There Will Be No Dynamite Found in the Bunkers of the Big Spanish Warship.

NEW YORK, Feb. 22.—The Spanish cruiser Vizcaya may leave New York on Thursday. She can hardly finish coaling before that time. Captain Eulate said to-day he did not know exactly when he would sail, and the Spanish Consul told me last evening that orders regarding the ship's departure had not been received.

Captain Eulate decorated the ship to-day in honor of Washington's birthday, and received on board Rear Admiral Buncce and General Merritt. Three salutes were fired by the cruiser—one of twenty-one guns at noon, to mark the visitor's observance of the holiday, and the others when Admiral Buncce and General Merritt went up her side.

Captain Eulate's decision to take coal on board her in spite of an early announcement from Spanish sources that he would not do so was in line with his assertion when he arrived that he was in a friendly port and had no apprehension regarding the safety of his ship. Two coal barges towed by a tug approached the Vizcaya soon after her crew had breakfasted below, and by 8 o'clock one was lying to the port and one to starboard of her, and she commenced the work of passing up fuel. Although her coal carrying capacity is great, the long run from Spain to this port had pretty nearly exhausted her supply, and as she has a run of several days to Havana before her it was absolutely necessary to refill the bunkers.

Due precautions were taken to ascertain that the coal contained no explosive and that no crank or fanatic had approached it. Captain Eulate ordered the coal through the Spanish Consul, Senor Baldasano, notified the navy yard of the arrangements he was making to supply the cruiser and a guard was kept alongside the coal barges at Communipaw on Monday and until yesterday morning, when they were towed to the cruiser.

This coal was passed up in bags and baskets and was really subjected to two inspections before it reached the ship's bunkers. A lieutenant was stationed on each barge and the men worked under his direction. Another officer was stationed on deck, and it is believed the coal was poured out of the bags under his eyes.

No one on board the cruiser appeared to entertain any fear regarding an attempt to tamper with the coal. Indeed, they laughed over the work of coaling as they have laughed over the vigilance of the patrol boats which have surrounded them since the Vizcaya anchored. The work was continued all day, except for half an hour during the visits of Rear Admiral Buncce and General Merritt.

The Undine left the navy yard at half past ten o'clock in the morning with the Rear Admiral, Commander Gilmore, his senior aid and flag lieutenant, Aaron Ward. They arrived alongside the Vizcaya at ten minutes after eleven o'clock. A bugle summoned for a guard of marines and when they were lined up, Admiral Buncce ascended and was received by the Vizcaya's commander, with whom he exchanged salutes. Mingling with the cruiser's officers, Commander Gilmore and Lieutenant Ward followed Admiral Buncce and Captain Eulate to the latter's quarters. The visit was brief, and after an exchange of courtesies the admiral went over the side to the music of "The Star Spangled Banner" played by the ship's band. The gunners manned the secondary batteries, the admiral's launch moved a few lengths from the cruiser, a gun sounded and Admiral Buncce stood up holding his cocked hat in his hand until thirteen reports were counted and the smoke curled above the flag trimmed Vizcaya.

Then he donned his hat and the launch shot away. General Merritt, commanding the department of the East, arrived a little later with Lieutenants Hale, Mott and Strother. He was saluted by fifteen guns as he departed, getting two more than Rear Admiral Buncce, although their ranks are really regarded as equal.

The crowded ferry boats carried thousands of visitors to Staten Island to-day to see the Vizcaya. It was a holiday crowd, good natured and rich in comment. Comparing the Vizcaya with vessels of the white squadron was the chief amusement. The sightseers carried field glasses, cameras and sketch books, and took away many pictures of the cruiser. Some of them were rowed out toward her until the police warned them off. A party of ten careless young fellows approached as near as possible and sang patriotic American airs for the benefit of the Vizcaya's company.

Senor Baldasano, Spanish Consul-General, went on board before noon. As he walked to the landing in Tompkinsville crowds of boys, seeing gold braid on his hat, followed him, jeering. He paid no attention to the childish demonstration, estimating it properly as the foolishness of children.

The Vizcaya's flags, of which she displayed several hundred, were taken down at sunset, and to-morrow she will show her ensign at half-mast once more as a sign of mourning for the Maine's crew.

When night settled on the bay the big cruiser floated at anchor off Tompkinsville as if she had been in a mill pond. The sky was obscured by clouds, but hardly a breath of wind stirred, and every sound on board the vessel could be heard with almost startling distinctness ashore.

Bugle notes, sounding clear and loud along shore, called the men to their quarters at 8 o'clock, and after that the only signs of life on the water were the patrolling launches that guarded her.

Counsel-General Baldasano was seen this afternoon and asked if he was satisfied with the reception given to Captain Eulate by the representatives of the nation and city.

"I must be pleased and delighted with the reception. We received royal welcome wherever we went," was the reply.

"It has been said," it was ventured, "that Mayor Van Wyck did not extend a welcome to Captain Eulate when you and the captain called at the City Hall."

"That should not be said. We entered the Mayor's office unannounced. He was busy and his office was crowded with men. He received us cordially, but we saw that he was busy and we soon withdrew."

"What do you think of the naval and police protection given to the Vizcaya?"

"That is an evidence of the friendly relations existing between the two countries that we appreciate. Of course, we could not and would not have asked for it, but that it was offered is a matter of gratification to all representatives of the Spanish Government here."

"Do you care to express your opinion regarding the explosion that wrecked the Maine?"

"Of that I can say nothing more than that Spaniards here, at Havana and in Spain are satisfied with the methods adopted by the United States Government for carrying on the investigation."

HOURS FOR DRILL ARE INCREASED.

Regulars and Militia of Missouri Are Well Prepared for Active Service.

NEW YORK, Feb. 22.—A St. Louis special to the Herald says: The hours for drill at Jefferson barracks, ten miles south of St. Louis, were increased, but Colonel Veselsky, commanding the post, said that the present strained relation between the United States and Spain. Colonel Veselsky says that he has received no instructions from Washington. The hours for athletic drill have also been lengthened and there is unusual activity at the post.

Colonel Baldorf, commanding the First Regiment, National Guards of Missouri, which is located here, says that the regiment is now full and upon a war footing and prepared to move within twenty-four hours. It is fully equipped for a campaign and is one of the best drilled regiments in the country. Several meetings have been held in the last few days and hundreds of men have signed enlistment papers which were passed around at meetings, but no denunciatory speeches have been delivered. General Bradley, who led the Illinois coal miners against the operators, has written to a local paper stating that he is prepared to organize a company and report at any point for duty.

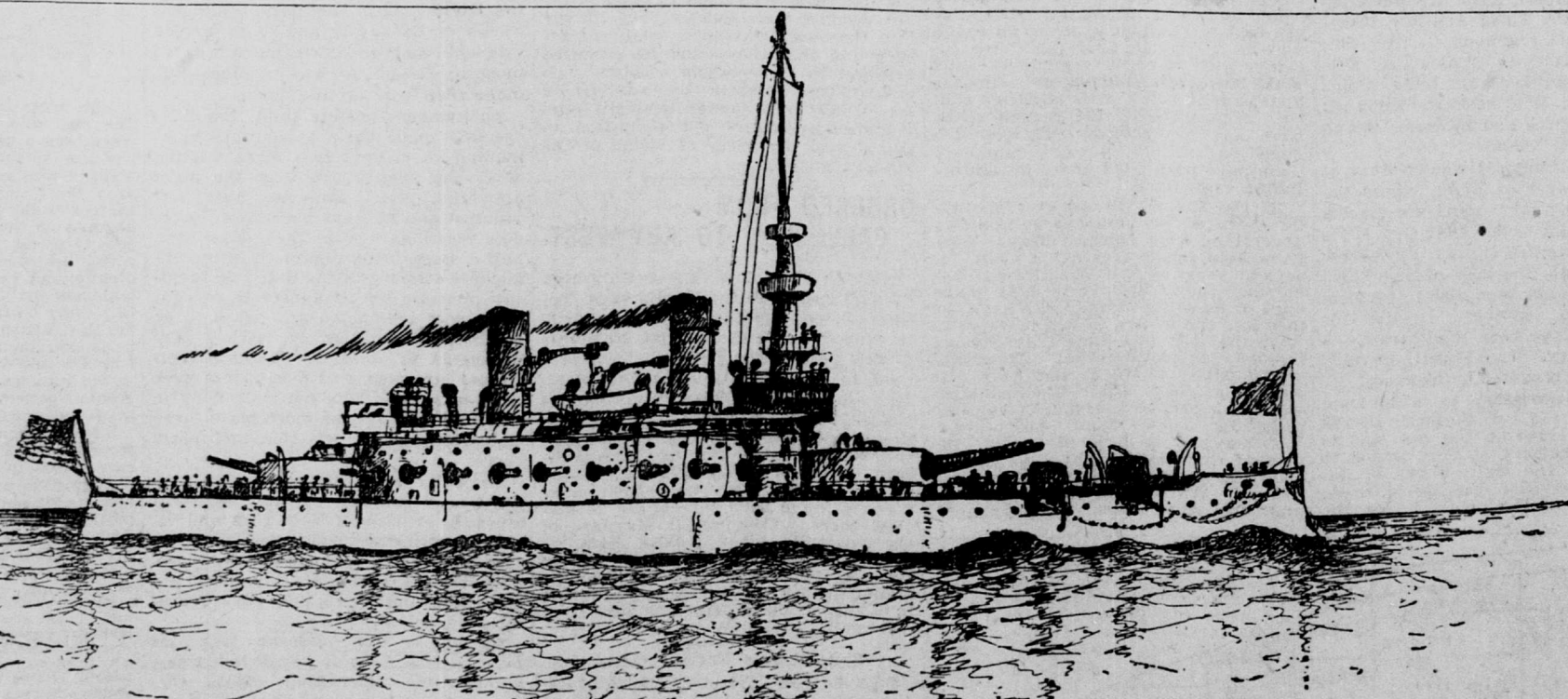
EMPLACEMENTS ARE NOW COMPLETED.

NEW YORK, Feb. 22.—A Raleigh, N. C., special to the Herald says: The emplacements for three 10-inch disappearing guns at Fort Caswell at the mouth of Cape Fear River are completed. The guns are mounted. The building of barracks begins at once. Officers and men are looked for in two days to man the guns. No one is allowed to approach the battery. A battery of regulars will occupy tents until the barracks are built. A battalion of naval reserves 285 strong is ordered to meet at Newburg for new inspection and instruction by Lieutenant P. O. Butler, U. S. N.

Words of Sympathy.
At a meeting of the members of Pickwick Lodge of the Sons of St. George, held last Monday night, the subject of the disaster on the Maine was brought up and discussed, after which the following resolution was adopted:

Resolved, That the members of Pickwick Lodge note with deep sorrow the terrible disaster that befell our beloved country a few days since in the loss of the warship Maine, and whereby so many of our brave sailors were suddenly hurled into eternity.

Resolved, That this expression of our sympathy be sent to the San Francisco Call.



RUSHING THE WISCONSIN.

Work on the powerful battle-ship Wisconsin is progressing rapidly at the Union Iron Works of this city. The Wisconsin is of 11,500 tons displacement, being of the same size and type as the Iowa, Kearsarge, Kentucky and Alabama. She is designed for a first-class modern battle-ship. Within a few months the great vessel will be launched should the emergency of war arise; the contractors might be able to complete the work of construction in advance of the time appointed. Irving M. Scott remarked yesterday that no orders had been received from the Navy Department to hasten the work on the ship. The large force of men engaged in building the Wisconsin could be increased should occasion arise for rapid construction.