

THE STORY OF
THE MAINE

The Wreck Decorated in Havana Harbor.

CUBANS CONTRIBUTE WREATH

Mass Celebrated in Memory of the Victims and Their Graves in Colon Cemetery Decorated—The Story Told to School Children—Work on the New Battleship Maine Begun in Missouri.

(By Telegraph to Virginian-Pilot.)

Havana, Feb. 15.—The sun shone brightly this morning for the first time in several days, when the wreck of the United States battleship Maine, destroyed in Havana harbor on the evening of February 15, 1898, was decorated with a large American flag. At 9 o'clock the Stars and Stripes were hoisted at half mast by Captain Eaton, of the United States auxiliary cruiser Resolute, who, with Mrs. Ester Rathborne and Mrs. Dudley and ten sailors of the Resolute, rowed to the sunken battleship. The only others taking part were a battalion of officers, of the First Maine heavy artillery.

An immense rope of greens was festooned about the fighting top, each loop hung with laurel wreaths four feet in diameter, and tied with red, white and blue ribbon. The Cuban Club of Havana had placed an artificial wreath on the boat crane and this Captain Eaton transferred to the peak of the main.

HIGH MASS CELEBRATED.

At 10 o'clock high mass was celebrated in memory of the Maine victims in the Merced Church, at which Major General Ludlow and several of his staff were present. The ceremony, which was very impressive, was attended by Brigadier General George R. Ernst, representing Major General Brooke; Commodore B. J. Cromwell, captain of the port, and other naval officers, the City Council, the Executive Committee of the Cuban Assembly and other members of the Assembly, the secretaries of the civil departments, and many officials together with representatives of the Havana fire brigade and other local organizations. Many women of the better classes were in the congregation, which crowded the edifice.

GRAVES DECORATED.

This afternoon the graves at Colon cemetery were decorated in the presence of American officers, military and naval details participating.

THE MAINE'S STORY TOLD.

New York, Feb. 15.—In all the schools of the city the story of the blowing up of the Maine was told to-day, and each teacher impressed on the youthful mind the importance of the event and the important happenings that followed. Flags on a large number of buildings were at half mast.

THE NEW BATTLESHIP MAINE.

Philadelphia, Feb. 15.—The anniversary of the blowing up of the battleship Maine in Havana harbor was marked here with the beginning of work on the powerful man-of-war which will bear the name of the historic battleship, the destruction of which did much to precipitate the war with Spain.

The new Maine will be built by the Cramp Ship Building Company, and at the company's yards at 11 o'clock to-day the first piece of the keel of the vessel was laid. There was no formality in the proceeding, but the shipyard was thrown open to the public, and a great cheer was given by the crowd as the group of workmen set in place the first steel piece of the keel. Other pieces of the keel were immediately hoisted and placed by the side of the first, and thus was started what will be one of the most powerful fighters of the new navy.

LAUNCHING NEXT YEAR.

The builders will endeavor to have the new battleship ready for launching on February 15th of next year, and to have her ready for service on the third anniversary of her predecessor's destruction.

REMEMBERED IN MISSOURI.

Jefferson City, Mo., Feb. 15.—The House to-day adopted unanimously the following resolution commemorating the destruction of the Maine:

"This House looks with pride upon the bravery and patriotism of the American soldiery and seamen in annihilating the power of Spain in the East and West Indies, and most heartily commends the promptness and energy with which the national administration and National Congress prosecuted the war against Spain and eliminated her power in the West Indies."

COVERED WITH FLOWERS.

The graves were thickly covered with flowers. Father Sherman had been invited by Mrs. Rathbone, who is president of the Woman's Association, to read prayers at the grave site, and he appeared at the American Club, from which the procession started, in full vestments, and with the assurance that Mrs. Santander, the Bishop of Havana, had given his consent.

Commodore Cromwell said that, as the Bishop was not willing that a Protestant chaplain should officiate, he (Commodore Cromwell) would not consent to the reading of prayers by Father Sherman. The latter, thereupon, went to his hotel. He had deferred his sailing on receipt of Mrs. Rathbone's invitation.

Commodore Cromwell informed the newspaper correspondents that the sailors felt deeply on the subject, regarding the ceremony of decoration as distinctly a naval affair; therefore, he could not permit any except a naval chaplain to officiate. Although he was

quite willing that both a Protestant and a Catholic clergyman should act, if either was to be excluded, then the other must be also.

LIEUTENANT JENKINS' GRAVE.

Pittsburg, Va., Feb. 15.—To-day the Naval Reserves and the Duquesne Grays commemorated the blowing up of the Maine by special services at the grave of Lieutenant Friend W. Jenkins, of Allegheny, who was a victim of the Maine horror.

FRUIT STEAMER WRECKED.

ADMIRAL DEWEY ON THE ROCKS AT CUTTYHUNK.

(By Telegraph to Virginian-Pilot.)

Boston, Feb. 15.—The Boston Fruit Company's new steamer Admiral Dewey, Captain McGrath, bound from Port Antonio, Jamaica, to this port, ran on the rocks at Cuttyhunk at 4:20 o'clock this morning and is in great danger of being a total wreck. The 18 passengers on board were safely transferred to the steamer John J. Hill, which came up this afternoon and with their baggage and the mail, were taken to Newport, R. I., from which point they were brought to this city to-night by a special train over the New Haven Railroad.

Captain McGrath and the officers and crew of the vessel still remain on board and every effort will be made to save the vessel, but as she lies in a very exposed position and with a large hole in her bottom, any severe blow from the southeast will undoubtedly cause her to go to pieces.

A short time after the Dewey went ashore the Cuttyhunk life saving crew came off in their boats and offered to take the passengers ashore, but they elected to stay on board.

A few hours after daylight the U. S. cruiser Tophet was sighted coming from the westward, and signals of distress were at once sent to attract her attention. The Tophet, not three miles off, at 10 a. m. disregarded the Dewey's signals and disappeared up the Sound. Soon after the collier John J. Hill, bound from Norfolk to Boston, was sighted and immediately answered the Dewey's signals for help.

The work of transferring the passengers with their personal baggage and the mail was finished at 4 p. m., and the Hill steamed to Newport, arriving there at 7 o'clock this evening.

Only a few miles away the Merchants and Miners steamer Fairfax lies a total wreck on the reef of the Sow and Pigs, while six miles across, at Gay Head, the steamer City of Columbus was wrecked over ten years ago and over 100 lives lost.

The weather forecast to-night is unfavorable.

WHERE IS GOMEZ?

HE HAS NOT YET SHOWED UP AT HAVANA.

(By Telegraph to Virginian-Pilot.)

Havana, Feb. 15.—6:30 p. m.—(Delayed in Transmission)—Governor General Brooke and General Maximo Gomez have had no communication with each other since the invitation and its acceptance by the latter to come to Havana. Twelve days have elapsed since Robert P. Porter's agreement with Gomez to bring about the disbandment of the Cuban army on the payment of the troops of \$3,000,000, and yet no step has been taken to pay the Cubans or to disband them from day to day it is said that "Gomez will be here in a couple of days," but he is not yet here.

The Executive Commission wired to Gomez on Sunday requesting him to come here immediately, and he replied that he would do so.

The following appointments were made to-day: Demitro Castillo, to be civil governor of the province of Santiago; Ramon Ebra, to be assistant secretary of justice and instruction.

THE LATE STORM.

TRUCK AND VEGETABLES WIPED OUT IN FLORIDA.

(By Telegraph to Virginian-Pilot.)

Savannah, Ga., Feb. 15.—Superintendent Myers, of the Florida division of the Southern Express Company, with headquarters here, has received reports from every express agent in the State respecting the damage done by the recent cold wave. The reports cover every section of the State and practically all of it. They show that all truck and vegetables have been wiped out, nothing remaining. Many of the small trucks are left penniless. To add to their misery a crop this year the Southern Express Company and the railroads will probably furnish seeds free. Superintendent Myers has started the movement and the roads will join in it. The reports hold out the hope that the orange groves have not been seriously injured, though several days must elapse before the truth will be known.

AT LEXINGTON.

(Special to Virginian-Pilot.)

Lexington, Va., Feb. 15.—The storm is over, but the cold wave continues. It is six degrees below zero this morning and two degrees below yesterday were the readings of the government thermometer at the university.

LOOKING FOR SPRING.

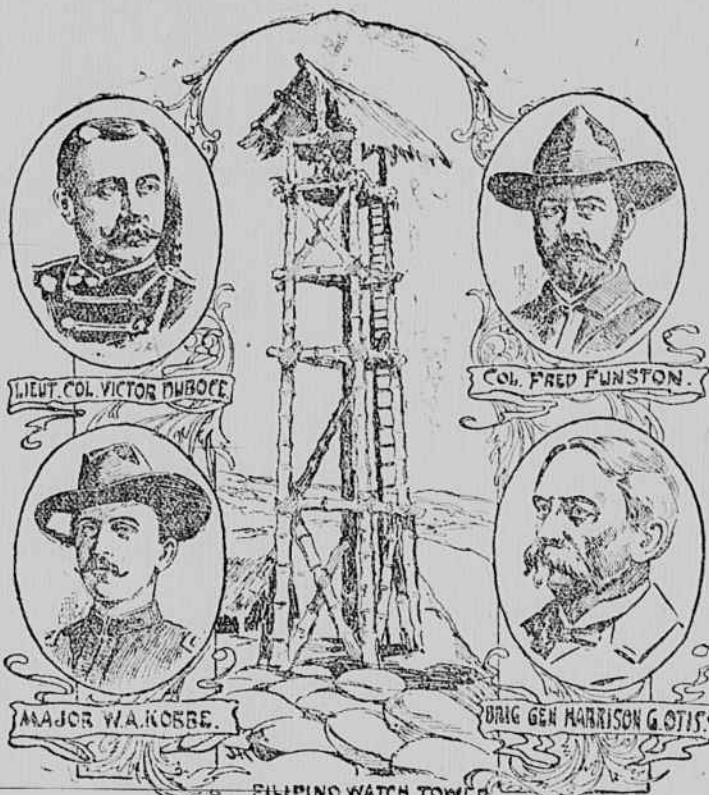
(Special to Virginian-Pilot.)

New Bern, N. C., Feb. 15.—There is a complete change in the weather. The snow and ice are disappearing, and the indications are that spring-like temperature will prevail for the balance of the month. The fair grounds and track for the mid-winter fair will be in perfect condition by the end of this week. All the departments are complete and a large number of exhibits will be made.

Georgia's Loss a Million Dollars.

(By Telegraph to Virginian-Pilot.)

Atlanta, Ga., Feb. 15.—State Entomologist Scott to-day said that the peach crop had been utterly destroyed, and, in all probability, the growers would be so discouraged they would abandon the business. Last year's crop was valued at \$1,000,000, but there will be none at all this year, and probably none for three years to come.



SOME OF UNCLE SAM'S NEW HEROES AT MANILA.

Lieutenant Colonel Victor Duboce is the gallant officer who led a handful of First California volunteers against the Peco church, which was filled with Filipinos, driving the rebels from their stronghold and setting fire to the church. Colonel Frederick Funston, commander of the Twentieth Kansas volunteers, and Major William A. Kober of the Third artillery were both conspicuous in the capture of Calocan.

Brigadier General Harrison Gray Otis, editor of the Los Angeles Times, commanded the brigade which drove the insurgents pell-mell from Calocan and sent them flying toward Malabes, the headquarters of the Philippine government.

MACHINE SHOP BURNED THE CASTAWAYS FOUND

Destructive Fire in the Brooklyn Navy Yard. All of the Steamer Lawrence's Crew Accounted For.

Shop No. 28, With Fine Models and Patterns of Battleships Completely Wiped Out—Loss More Than a Million Dollars. Thrown Into the Surf the Half-Dozen Seamen Scrambled Beyond Reach of the Waves and Were Saved.

(By Telegraph to Virginian-Pilot.) Savannah, Ga., Feb. 15.—Every member of the crew of the wrecked steamer William Lawrence was saved, but only after the greater number of them had suffered terrible hardships. The tugs Cambria and Cynthia came in this evening from the Sea Islands of South Carolina, bringing with them Captain A. L. Willis and 13 men constituting those who had been missing since Sunday morning, when the ship was abandoned in the breakers off Port Royal bar. With Captain Willis were First Officer L. E. Hooper, First Assistant Engineer Horace Hepper, Quartermaster A. Beeson and Seamen Paul Gray, William Hamble, Michael Hayes, Thomas Holm, Jake Vawdry, Frank White, Jean Baptiste, Charles E. Baldorf and Frank Fuller and Lewis Viceschouer, a Hebrew stowaway from Baltimore.

THE CASTAWAYS FOUND.

The tugs with Agent Carolan on board the Cambria, left the city at daybreak this morning and searched every island and inlet northward until the castaways were found. At 9 o'clock the party was discovered on Hunting Island and taken on board the Cambria.

Captain Willis and his men suffered but little less than the crew of Mate Beale's boat, which had tied up at the sea buoy as told in last night's dispatches. They left the ship at 9 o'clock on Sunday morning. After 12 hours at sea in a binding, freezing gale, the two boats under the captain and the first officer made land on Capers Island, a desolate and bare little sand spit.

In boating, both of the boats were smashed and the men were thrown into the surf. Though almost exhausted and numb, they managed to scramble beyond the reach of the waves. What little brackish drinking water they had was lost, together with the biscuits, long since salt soaked, which had been brought off the wreck. There was no fresh water, and extremely little fuel on the island save what was in any shape.

The captain had a few matches in a metal box in his pocket. They were found to be dry. Tearing the seats out of the wrecked boats after much coaxing, a fire was made under the lee of a sand dune. The boats were of iron, and they would also have been burned. The limited fuel saved the men from freezing to death. The men hovered over the little blaze all during the night and snow storm of Sunday night and Monday, when the mercury was marking 8 to 10 above zero. On Tuesday morning one of the boats was temporarily repaired, and both crews got into it to reach Port Royal. They had been without food since leaving the Lawrence early Sunday morning, and without water since Sunday afternoon. After painful efforts they reached Hunting Island. Some soldiers are stationed there. These took them in and fed and warmed them. This morning the castaways were about to set out for Port Royal in their patched boat when the Cambria found them.

THE CAPTAIN'S STATEMENT.

Cowes, Isle of Wight, Feb. 15.—The British steamer Koordistan, Captain Simpson, from Savannah, January 26th, for Bremen, passed here to-day and signalled that she spoke the disabled Hamburg-American steamer Bulgaria, in longitude 43 west. She did not men-

tion the date the steamer was signalled.

PRETORIA'S STORMY VOYAGE.

Plymouth, Feb. 15.—The Hamburg-American Line steamship Pretoria, which sailed from Hamburg on January 29 for New York, and which was reported passed the Lizard January 31, arrived here to-day, being towed in by tugs. Her steering gear is damaged.

The Pretoria reported that she encountered a heavy southwesterly gale on February 3, in latitude 48, longitude 29, during which the boiler shaft broke. On the way hither a succession of gales was met. Through all the Pretoria was steered by her twin screws with the assistance of hand gear. The 250 passengers on board the Pretoria had an exciting experience. The outlook at times was extremely gloomy, but at no time was there a panic.

A severe hurricane on the 6th caused great anxiety. The seas ran very high, and all was poured upon the waters. The hurricane continued for two days, during which time the steamer made only sixty miles, as her engines had to be stopped in the big seas.

At the hospital to-night it was learned that Chief Engineer Roach would lose one foot and all of the toes of the other; that Steward Ringle would lose both feet, and that two seamen would lose one foot each. They were frozen in Officer Beale's boat. Several of the men may lose one or both ears.

MERCIER'S ADMISSIONS.

SUPPLIED COURT OF CASSATION WITH SECRET DOCUMENTS.

(By Telegraph to Virginian-Pilot.)

London, Feb. 15.—The Paris correspondent of the Daily News says: "It turns out that General Mercier, in his evidence before the Court of Cassation, admitted that as Minister for War he communicated secret documents to the Dreyfus court-martial sitting in private, without the knowledge of Dreyfus or his counsel. He said he was ignorant of the fact that this was an illegal proceeding, adding that he was a professional engineer, it had often been done before."

Mercier asserted that M. Dupuy, M. Faure and M. Haribon were all aware at the time of the use to be made of the secret documents, but that all agreed it was to be carefully concealed from Casimir Perier, then President of France.

Railway Traffic Resumed.

(By Telegraph to Virginian-Pilot.)

Washington, D. C., Feb. 15.—The obstacles to railroad traffic resulting from the recent blizzard have been overcome to such an extent as to warrant the companies operating trains to the North and West in announcing that traffic will now be resumed practically on schedule time. It has been an almost herculean task for the railroad companies to remove the great drifts of snow and clear the tracks, but this has been accomplished and passengers will again be enabled to travel without discomfort or danger.

All trains on the Baltimore and Ohio and the Pennsylvania that were detained have arrived, and those which started from New York and intermediate places to-day have arrived, though more or less delayed. The local officials of the Baltimore and Ohio announce that trains on all its lines would resume regular schedules to-night, while the Pennsylvania also is ready for business East and West. The Atlantic Coast Line announces its road clear from New York to Jacksonville. Three trains left for the South during the day and evening.

Locally the prostration to business and traffic from the storm effects has disappeared and the city is resuming its normal condition.

"Embarked Reef Court of Inquiry."

(By Telegraph to Virginian-Pilot.)

Washington, Feb. 15.—The only member of the Court of Inquiry to investigate the charges relative to the meat furnished the army, to reach Washington up to this afternoon was Colonel Gillespie, who came over from New York. General Wade, the president of the court, is somewhere between here and Denver; General George W. Davis reported by telegram that he had gotten as far north as Richmond, Va., en route from Cuba, while Colonel Geo. B. Davis, the recorder of the court, is at Pittsburgh.

President Off to Boston.

(By Telegraph to Virginian-Pilot.)

Washington, Feb. 15.—President McKinley and party left Washington for Boston at 5:25 o'clock this afternoon in a special car over the Pennsylvania road.

The party consists of the President, Secretaries Alger, Long and Bliss, Postmaster General Smith, Representative Grosvenor, Mr. Porter and Mr. Cortell, son, secretaries to the President; Major Hopkins and Mr. Tharin, one of the White House doorknopers.

Great Britain May Annex Samon.

(By Telegraph to Virginian-Pilot.)

London, Feb. 15.—The Melbourne correspondent of the Times says: "The Samoan correspondent of the Melbourne Argus writes that the only solution of the difficulties there lies in an immediate annexation of the islands by Great Britain. He says the natives throughout the entire group are almost unanimously favorable to such a step, and that it is also ardently desired by the British and American residents."

Bicycle Race Record.

(By Telegraph to Virginian-Pilot.)

San Francisco, Cal., Feb. 15.—The leaders in the six-day bicycle race at 8:54 p. m., the forty-sixth hour, was as follows, the previous record being 794 miles, 1,282 yards, made by Pierce at Madison Square Garden last December. Grimsby, 843 miles 4 fms; Miller, 821 1/2; Barnaby, 807 1/2; Fredericks, 800; Nawn, 792 1/2; Hale, 787 1/2; Pierce, 785 1/2.

Egypt's Note to the Powers.

(By Telegraph to Virginian-Pilot.)

London, Feb. 15.—According to the Cairo correspondent of the Daily Mail, the Egyptian Government has addressed a circular to the powers expressing its willingness to agree to a renewal of the mixed tribunals for a further term of five years.

THE WAR IN
THE PHILIPPINESA Sharp Engagement With
Filipinos Near Iloilo.

AND ANOTHER NEAR MANILA

One American Officer and Three Privates Wounded in the First Battle and Nine Wounded in the Latter—Villages Shelled by a Gunboat—American Outposts Established Twelve Miles Beyond Manila.

(By Telegraph to Virginian-Pilot.)

Manila, Feb. 15.—11:55 a. m.—Colonel Potter (Lieutenant C. L. Potter, of the Signal Corps) arrived from Iloilo yesterday evening with dispatches from Brigadier General M. D. Miller to Major General E. S. Otis, commanding the United States forces in the Philippine Islands.

On Sunday afternoon General Miller ordered a reconnaissance in force to ascertain the enemy's position.

Major Chatham's battalion of Tennessee Volunteer Regiment, marched beyond Manila without finding the enemy, and returned to Iloilo.

A SHORT ENGAGEMENT.

Keller's battalion of the Eighteenth United States Infantry, with two Hotchkiss guns and one Gatling gun, marched toward Jaro, midway between Iloilo and Jaro, this battalion encountered a large body of the enemy occupying both sides of the road, who met the advance of the American troops with a severe and well directed fire. The Americans deployed and returned the fire with a number of volleys. The troops advanced steadily, supported by the Hotchkiss and Gatling guns, and drove the enemy through Jaro to the open country beyond.

The town of Jaro was found to be deserted and all portable property had been removed. When the Americans entered the place there were only a few Chinese there.

At 4:10 o'clock p. m. Captain Griffiths raised the American flag from the presidencia.

FILIPINO LOSS HEAVY.

During the fighting outside the town Lieutenant Frank Bowles, of the Eighteenth Infantry, while working the light battery, was shot in the leg. In addition one private was seriously wounded and two were slightly injured. The rebel loss was heavy.

All was quiet on Monday when Colonel Potter left Iloilo.

A BOAT FIRED ON.

Two natives attempted to slip past the United States cruiser Olympia during the night in a boat. They failed to respond when hailed, but kept on paddling along. After a warning shot, a sentry fired at the boat and killed one of the occupants and wounded the other.

FIGHTING NEAR MANILA.

Manila, Feb. 15.—3:29 p. m.—Several rebels yesterday afternoon, having fired from houses bearing white flags on the American outposts, Colonel Smith, with Companies L, D and M, of the California volunteers, proceeded to clean up the enemy along his front. The rebels opposed him from the brush and several skirmishes occurred, during which nine of the Californians were driven out. The work proceeded to-day in a systematic manner, a gunboat shelling the villages and working her rapid fire guns very effectively on jungle. The entire California regiment, with the exception of two companies, four companies of the Washington regiment, two companies of the Idaho regiment and a battery of the Sixth Artillery were engaged. The rebels were driven toward Lake Laguna de Bayo. The rebels held their fire, apparently being short of ammunition, but they fought desperately.

The American outposts in this direction are now fully 12 miles out. All is quiet along the rest of the line, with the exception of an occasional exchange of shots between the sharpshooters.

AGONCILLO OUTLINES PROGRAM.

Montreal, Feb. 15.—Senator Agoncillo, the Filipino commissioner, in an interview to-day said there would be no let up in the efforts of the Filipinos to force the Americans from their country. He said he was not at all surprised that Iloilo had fallen, as the Americans had the advantage of a fleet.

"But wait until they get in the interior," he said, "and then they will have more than their work cut out."

He announced that the purpose of Senator Lanas departure, who left yesterday for Liverpool, was to interview the different courts of Europe and ask for their assistance for the Filipinos.

GUERRILLA WARFARE THREATENED.

London, Feb. 15.—The European Junta announces that it has received a message from Manila saying the Filipinos have made all the arrangements

(Continued on Sixth Page.)

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CLASSIFICATION OF NEWS.

BY DEPARTMENTS.

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