THE EVENING PAPER IS THE PAPER OF TODAY. THE MORNING PAPER IS THE PAPER OF YESTERDAY.

DESERET EVENING NEWS.

5 O'CLOCK EDITION.

TRUTH AND LIBERTY.

FRIDAY, FEBRUARY 25, 1898, SALT LAKE CITY, UTAH.

NO. 78. VOL. XXXI.

CLAMOR FOR WAR.

All Parties in Spain Eager to Fight Uncle Sam.

WORST MUST BE EXPECTED.

Spanish Cabinet Urged to Strike the First and Decisive Blow.

MADRID GOVERNMENT HAVE NO CHOICE

But to Respond to the Popular Clamor if the United States Assumes a Threatening Attitude.

London, Feb. 25.—According to a special dispatch from Madrid reports received there from the Continent to the effect that public opinion in the country is becoming more excited owing to the impression that the destruction of the Maine is not due to an accident, are "exciting popular feeling now on Madrid and the conviction is increasing in ministerial circles that the worst must be expected."

Continuing, the dispatch says: "The government has no choice if the United States adopts a threatening attitude, for the prospect of war is popular with the people, and the more excitable newspapers are already urging the government to take measures to enable it to strike the first and decisive blow."

WILL NOT RAISE THE MAINE.

Did Determined to Have Been Reached—Court of Inquiry Nearly Through.

New York, Feb. 25.—The Maid and Dispatch this evening say: "The United States naval board of inquiry continues under the testimony in the divers' report on the wreck lying on the wreck of the Maine. Those who were sent here from the Brooklyn navy yard and cruiser New York were examined.

While of course the members of the court will not talk, it is published with authority that the opinion of Chief Morgan as to the condition of the Maine is not accepted as proof of the possibility of a doubt in the minds of the president that the Maine was wrecked by an outside agency.

Furthermore, Morgan's report is settled by the other American divers who succeeded him.

The court will finish its work here tomorrow and proceed at once to Key West to take the testimony of the survivors there. It has also been decided it is safer to Havana, all the information is in the custody of the divers and being already been secured. It is believed that a decision has been reached by the court of inquiry, but the witnesses yet to be examined still hardly change the verdict.

The court has decided against any attempt to raise the ruined battleship. The divers are convinced that it would be useless, as she could not be kept afloat and the Spanish authorities have will be informed that if they desire to do so, they can do it from the water they most attend to the work themselves.

The dispatch gives a better idea of the terrible force and weight in the shape of the explosion of description which

The Merritt Wrecking company, it is stated, offered today, wanted $2,000,000 to raise the wreck. The companies representatives made this demand after learning the condition of the ship.

The workers today turned their attention to saving the great guns. These and the ammunition were recovered in sufficiently good condition to warrant the effort. Many unknown bodies of the crew were found among the debris of the wreck by the divers as soon today. The bodies were painfully burned and mangled and may be impossible to recognize 16 ever identify some of them.

Blanco, who made such a brave fight, died in the hospital today. All the wounded will have been Sunday on the Ciudad for Key West. The physicians consider it safe to move them.

WORKING AT THE MAINE.

Court of Inquiry and Assistants Proceed Steadily at Havana.

Havana, Feb. 25.—The U. S. lighthouse Mangrove is still here and will tow out the empty pontoons as soon as the wreck is ready for them. It members will go away to Key West late this afternoon, after the arrival of the Fern, which is expected to be here today. It is thought that the testimony of the witnesses will not take long, as the divers disagree as to the strength of the explosion, of the cause of which they have no idea, and have nothing to offer more than guesses. The divers are quite a distance from the wreck when the explosion occurred. The divers are reported to be very busy.

The Fern and Chapman derrick will be moored over the wreck to Sight this afternoon, as much as it is possible to do so, and work will be begun on the wreck as soon as it is possible to do so. It is expected that the arrival of Fern today and derricks from the

It is believed the divers from the Resolute will remain at the Maine. Mangrove leaves. The Fern will go to the port of United States Consul Lee to the harbor after the Maine has gone. The public generally will be excluded from official vessels, except the Mangrove, and a card will be issued by the correspondents before admission is given to Havana.

There was a shower-like shower this morning and this afternoon there was a decided increase in the temperature.

DE LOME TELLS VICIOUS.

Says He Was Misrepresented, and Calls American Newspapers Dirty.

London, Feb. 25.—Senor Dupuy de Lome, who has been here today on the way from Paris to Spain, has been interviewed by the Associated Press. Speaking in an interview, Senor de Lome said he had refused to speak on the subject of the sinking of the Maine, but, however, that I have been misrepresented in the American papers and that to this course I made up of my mind from beginning to end. I have been the target for the most vicious attacks. The allegation that I have written that the terrible disaster of the Maine was the outcome of a Spanish conspiracy is in my opinion another instance of the reckless manner in which newspapers in America work upon popular prejudice."

ADJUTANT GENERAL OF THE ARMY.

Col. H. C. Corbin Promoted to the High Military Position.

Washington, Feb. 25.—The President today appointed Col. Henry C. Corbin adjutant general of the army, to succeed Gen. Samuel Breck, retired on account of age. Gen. Breck had held the office ever since Sept. 1, 1894, when he succeeded Adjutant General Drum.

General Breck was born in Massachusetts in 1837 and graduated from the Military academy in 1858. He was an instructor in the academy at the outbreak of the Civil War, but promptly relinquished that post to undertake active service in the field, where he served with gallantry throughout the war, earning several brevets.

Col. Henry C. Corbin is a native of Ohio and entered the army as an enlisted man at the beginning of the late war. He had a most brilliant career and earned his rank for gallant and meritorious service at Decatur and Nashville. In 1866 he was transferred to the regular service as second lieutenant of the Seventeenth U. S. infantry. President Hayes appointed him to the staff in 1880, making him a major and assistant adjutant general. Gen. Corbin has seen service in the Indian campaigns at Pine Ridge, in Arizona and elsewhere. Before promotion he was assistant to the adjutant general, and before coming to Washington he was adjutant general of the department of the east at New York.

AMERICAN CABINET MEETING.

Was a Very Quiet Assemblage—No Further News Regarding the Maine.

Washington, Feb. 25.—The first full meeting of the cabinet in some weeks was held today, both Secretaries Alger and Bonaparte, who have been sick, being present. The cabinet talked about the Maine disaster at some length as a current topic of vital interest, but no new information of the disaster, it was stated, has yet come from the court of inquiry as to how long it will be completed and when it will be, and consequently no conclusion can be reached as to when its report will be available. The situation generally is unchanged and after the cabinet meeting it was announced that there was no news at all to state, and the statement that would add anything to the situation as shown by Saturday's dispatches.

LEAVES FOR HAVANA.

Spanish Warship Departs from New York Harbor.

New York, Feb. 25.—The Spanish cruiser Vizcaya left the harbor in charge of the observer at Quarantine to be under way at 1:15 p.m. Her destination is Havana, the flag of Admiral Sampson is unchanged and after the cabinet meeting it was announced that there was no news at all to state, and the statement that would add anything to the situation as shown by Saturday's dispatches.

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WILL TELL.

When He Knows the Cause of the Maine Disaster, the Public Will Know Too.

Chicago, Feb. 25.—Mr. H. H. Kohlsaat, who is supposed to be President McKinley, publishes the following in the Chicago Evening Post today:

"It cannot be authoritatively that neither the President nor Secretary Long is in possession of a single fact or report in regard to the Maine disaster that they have not made public. And while they cannot confirm or deny the statements published in newspapers throughout the country as to the progress of the court of inquiry into the cause of the disaster to the Maine, from Captain Sampson down to the divers and firemen is under oath of secrecy. For the time being the officers are under naval discipline. When above water each is attended by a petty officer of the court of inquiry. The ship itself is safely guarded from unofficial approach.

"These facts account for the remarkable equanimity with which the American people read the daily sensations from Havana. Up to the time when the court of inquiry shall be informed that if they knew the facts they would be in a fever, better they most attend to the work themselves.

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WAR NOW INEVITABLE.

Hostilities Between Costa Rica and Nicaragua May Begin Any Moment.

ATTEMPT TO DRAW IN OTHER NATIONS.

The United States of Colombia, Guatemala, Salvador, Etc., All May Become Involved in the Fray.

New York, Feb. 25.—A dispatch to the Herald from Panama says:

Advices received today from Costa Rica state that at a banquet given on Sunday night President Iglesias said the situation between Costa Rica and Nicaragua was such now that war is inevitable. Further advices from Costa Rica say that on February 26th there was a large popular demonstration in which more than 3,000 persons showed their approval of the attitude of the government toward Nicaragua and more troops were sent on February 20th to the frontier.

Hostilities with Nicaragua are expected at any moment. Many prominent members of the American colony have offered to aid the government with men and money. One of them, James Bennett, offered to give $50,000, paying $5,000 monthly. The French colony has also promised to take arms in defense of Costa Rica in the event of war.

Don Pedro Perez Zeldon has left Costa Rica for Salvador via Colon, and Panama, as a special confidential agent to the Greater Republic of Central America. Justo A. Facio, subsecretary of foreign relations, has been sent to Guatemala on a special mission.

Since the unsuccessful revolution broke out in Nicaragua, on February 5th, which President Zelaya charges the Costa Rican government with aiding, there has been little communication with the Costa Rica capital.

Messages sent from here are in plain language at sender's risk and subject to censorship.

Referring to this, the New York Herald's correspondent in San Jose, Costa Rica, writes under date of February 16th:

"There has been no communication by cable with the government at San Juan del Sur since February 9th, which shows that the Nicaragua Central Affairs with Nicaragua are growing more serious every day. President Zelaya has always desired war with Costa Rica and it now seems very near. Costa Rica has now 2,000 men on the frontier and next week will have from 5,000 to 6,000. This, however, is only a preventive measure. And it will perhaps end in smoke. This government denies aiding the Nicaragua rebels. They were only interested in the war. Rican sell within the limits of law.

"A special commissioner arrived at Colon, on the Nicaragua with a dispatch from Washington. Replies were rendered to Port Limon by the United States steamship Newport. It is stated that the same commissioner had a private conference with the government authorities here. His object is to enlist Colombia on Costa Rica's side, should the Greater Republic of Central America—a triple alliance—declare war against her.

Destructive Earthquakes.

New York, Feb. 25.—A dispatch to the World from Kingston, Jamaica, says:

"These facts account for the remarkable equanimity with which the American people read the daily sensations from Havana. Up to the time when the court of inquiry shall be informed that if they knew the facts they would be in a fever, better they most attend to the work themselves.

"This article is absolutely true: President McKinley knows nothing about the wreck of the Maine or the hostilities in Cuba, and he will be not made public. He will not withhold any information when he gets it. He has not come to any conclusion as to whether the disaster was accidental or designed, or whether it was caused by the explosion of a mine or torpedo.

"When he receives the report of the court of inquiry he will know the facts, which he will give to the public in sufficiently conclusions and policy."

SENATE.

Washington, Feb. 25.—The Senate today resumed debate on the case of H. C. Corbett, the Oregon millionaire, whose seat was in dispute today. The debate developed on a motion to strike out the appropriations of $15,000 for work on Oakland, the Oregon, and the charges alleging that he contract had yet been made for the work, and asserting that a river and harbor bill would be introduced and a favored few given appropriations in the sundry civil bill.

Representative Moody made a sensational attack upon an appropriation in the sundry civil bill of $300,000 for improvements in Oakland, Oregon, in Mr. Dingley's district. He said he was willing to submit to economy and honest appropriations, but this was the proposed bill was a scandal, and he was willing to rebel against the leadership that gave an appropriation to Rockland, Maine, and Oakland, Oregon, that could be buried in Boston harbor.

Mr. Grosvenor (Republican, Ohio) attacked Mr. Moody's speech and declared that if the House allowed these river and harbor items to go into the sundry civil bill it would be a river and harbor bill. He was amused, he said, at the action of the appropriations committee in inserting items that all the members should be on an equality.

Mr. Carmon replied to the attack, declaring that some of the most vicious river and harbor items ever passed came from the committee when he (Grosvenor) was a member of it. He said that from 25 to 35 per cent of the money appropriation for a bill he helped to report had been worse than thrown away.

Mr. Dingley answered the personal attack made upon him. The Rockland improvement, he said was not simply an improvement—it included provision for a breakwater and harbor of refuge—just such another as was being built at Sandy bay in Mr. Moody's district and on which $250,000 had been spent. He indignantly repudiated the intimation that he had ever suggested an appropriation for Oakland. Appropriations should be made in this bill. He presumed it had been made upon the representations of the corps of engineers in the public interest.

Mr. Catchings (Democrat, Miss.) defended the action of the appropriations committee.

The Oakland harbor appropriation remained in the bill by a vote of 115 to 16.

The House committee on naval affairs today agreed on a report favorably reporting the Maine relief bill, reporting it favorably.

PROCTOR FOR HAVANA.

Senator Leaves Key West Today for a Visit to General Lee in Cuba.

AMERICAN EXODUS FROM CUBA EXPECTED

Anti-Spanish Uprising Feared in Key West, When a Spanish Naval Attache Has Been Acting Offensively.

Key West, Fla., Feb. 25.—Senator Proctor will leave today for Havana. Although he disclaims having been sent on any special mission by the President there is good ground for the belief that he will be in possession of a vast amount of valuable information when he returns.

"I cannot believe," said Senator Proctor, "that 200,000 people have died as a result of Weyler's order. That would be a large proportion of the total population of the island."

It is evident that General Lee has some slight foreknowledge of what is likely to happen in Havana when the facts connected with the sinking of the Maine are fully developed, because, of selecting Americans to leave. Among the number is not a full passenger list on the Olivette, and those who came over were mainly invalids. The exodus will become general, it is thought, by next week, when the harbor will be without an American ship of any kind.

There is danger lest at an uprising against the Spaniards in Key West, the people of this place may be driven over the delay of the government, and are each day growing more and more intolerant here of the presence of the naval attache of the Spanish consulate, Fernandez. He boasted of the power of his fellows in allowing to blow the Maine out of the water whenever they desired, and has frequently expected to pitch over the battleship in the Maine. He refused to half-mast the flag over the consulate on hearing of the Maine disaster, although every other flag in Key West was at half-mast.

WAS NOT A TORPEDO.

Admiral Erben Says One Could Not Have Caused the Explosion.

New York, Feb. 25.—Regarding the ten inch loaded powder cases and the empty one, smashed and burned, recovered from the wreck of the Maine, Rear Admiral Erben said to a World reporter:

"I should certainly take the next as an indication that the magazine contained the two men who were killed. I agree that if the empty powder case had exploded their vitals have been nothing left of it absolutely nothing. It is more than likely that the empty case was one of those returned to the magazine after target practice. In the absence of other information than that in the newspapers we cannot tell anything about it. If it, but if the magazine did not explode, what kind of torpedo could do it? Let them tell us that. No torpedo that I ever heard of could do that amount of damage."

Continuing, the admiral said:

"While I do not think much of the theory of an accident by spontaneous combustion, the statement that spontaneous combustion could not have taken place because the coal was only three months old seems to me ridiculed. I have seen the same kind of coal, lying right out in the navy yard shed, catch fire of its own accord in two weeks after it was put there.

"I have sold from the first and I repeat it now that there should never find out what sank the ship until it is raised, and the sooner the wrecking companies divers get to work the better. It is dangerous work down there in Havana's dirty bay. Ships' divers are amazons of the business and no good results can be expected of them. Some professional men go at it in a systematic way and they are as a rule fearless men."

Regarding the moorings of the Maine in Havana harbor Admiral Erben said: "I understand that the Spanish flagship which she was last in Havana was moored at the same buoy at which the Maine anchored. It is for the navy to decide whether the harbor is laid with mines, and we probably shall know.

"We have no right to expect any more than the Spaniards have a right to know whether this harbor is laid with mines. If it was known that there were mines laid, it would be an invitation for some crack to lay some on his own account. If the Spanish moored the Maine was under orders from the Spanish admiral and the admiral is responsible for her safety just as we are responsible for the safety of the Vizcaya while she is in our harbor."

SITUATION IN WASHINGTON.

How the Maine Affairs to Date are Summed Up There.

Washington, Feb. 25.—Undoubtedly there is a quieter feeling manifest at the navy department over the Maine affair as time passes. This is the tenth day since the noble warship was destroyed, but the anxiety is not yet to wait in patience of the admonition of the President and Secretary Long until the facts which go to the cause are fully developed.

They are fully on their guard against the acceptance of any statement of facts or opinions of the conditions at Havana and the daily developments being made in the efficiency of the divers done adopted by the court of inquiry to prevent the premature disclosure of the proceedings. The report of the published statement that the explosion has been demonstrated to be of exterior origin by the discovery of the upheaved bottom of the Maine did not cause much gain, because the officials could not conceive that the above members of the court of inquiry and their assistants in Havana had overlooked a fact so important as this, the understanding it being perfectly apparent for a week to any one who came near the wreck.

Captain Crowninshield turned up at the navy department today and took the helm in the interest of navigation relieving Captain Dickens, who has distinguished himself and earned the thanks of the country for the fine dying vigilance with which he has managed the many details of the Maine affair that have fallen upon the navigation bureau, and of the newspaper men for the courtesy and fairness with which he has met their many inquiries.

Captain Crowninshield's absence has been made the basis for the conjecture that he has been on secret service for the navy department in Cuba, and color was lent to this impression by the fact that it was not possible until a late hour yesterday to secure from any of the officials a statement of the nature of his business in the South, for it was known that he had arrived in Tampa on the Montgomery from the West Indies. The officer himself was not very communicative as to the details of his trip, but he did say that he had been in San Domingo. He had gone there on the Bancroft with his wife when the Bancroft went to St. Thomas. While in San Domingo he received news of the disaster to the Maine and was ordered to Cuba, the mission presented by the presence of the cruiser Montgomery to make his way back to the United States and to Washington.

There was no word from either Capt. Colth Bigelow or General General Lee at the navy and state departments.

The Dominion Terror is lying in Hampton Roads today and at the navy department that she has no orders as yet. The impression is that she will remain in the port, which is one of great strategic value in case of need, at least until the monitor Puritan is ready to take her place. The Puritan is almost as big as the Terror, being a twin sister vessel, very little less than the Maine in size. The carrier is in dock gun is her forward, against the gun of the Terror, and is at present undergoing a thorough overhauling. The monitor is the world in smooth water. This qualification does not mean that she is unable to face the sea, but only that from her great breadth and light draft she is so suited to smooth water. The carrier is so difficult to make good work with her guns in a sea way. She is now here only because of the fact that the officers at the Norfolk navy yard, the crews of the firemen having come down there since the storm, which is the reason why the officers are the same that were built for her when she was originally laid down there. It is said that the staff at the navy department that she will be ready for service about the 4th of next month.

Captain Sigsbee asked yesterday whether he should endeavor to save the dead material in the superstructure of the Maine, which, from the pictures, appears to be heaped up over the main spaces. He had been told to do this go as if it is valuable only as aid from which would not pay to bring it back to the states.

JUMPED FROM THE BIG BRIDGE.

Traveling Agent Hurts Himself Into the Mississippi River at St. Louis.

St. Louis, Feb. 25.—Albert Henry, a traveling agent for a Philadelphia jewelry concern, jumped from the middle span of the Eads bridge today and was drowned in the Mississippi. The body has not been recovered.

Behind a clump of bushes near the bridge, in the pockets of the coat were found a number of letters and cards, and a memorandum book in which he was identified. In the memorandum book were the words:

"Albert A. Henry, 1111 North Fifth First street, Philadelphia, Pa. Save a life and child. Am crazy and want to die."

A letter addressed to him at 27 south Fifth street, St. Louis, from Evans, purchasing agent of Nelson, Morris & Company, East St. Louis, showed that he had been told to him since last Friday and urged him to return and finish the work he had begun.

RAILWAY OFFICIAL DENIAL.

Government Not Inquiring as to the Facilities of Railways for Moving Troops.

Norfolk, Va., Feb. 25.—The rumor that the government is inquiring of railway companies estimates of their capacity for moving troops and munitions of war between the Atlantic and Gulf ports and the interior is officially denied by Vice President St. John of the Seaboard Air line, whose road was mentioned in the reports. Mr. St. John said today that he is tenant of any such move on the part of the war department and as to contracts for moving troops, he had heard nothing of them.

Recruiting a Cowboy Regiment.

Sioux Falls, S. D., Feb. 25.—Col. Shear, commanding officer of the South Dakota national guard, is recruiting a regiment of cowboys for service against Spain. He says he expects to have three men are the hardiest on earth. They are inured to hardships and have plenty of nerve. Colonel Shear believes that if they are turned loose against the Spaniards in Cuba they can do their full share of hard fighting.

TELEGRAPHIC BREVITIES.

General Booth, founder of the Salvation Army, arrived in Los Angeles, Cal., today. The general and party leave for San Francisco at 10:20 tonight.

The British steamer Strathlyon, Captain Bailey, from Philadelphia for Hamburg, after proceeding down the Channel, collided and sank the schooner Percy of London, off the Lizard this morning. The crew of the schooner were rescued.

The Kentucky house has passed the anti-cigarette bill. The bill is sweeping in its provisions. It makes it unlawful to sell, give, barter, loan or use of cigarettes or cigarette material, or to have in one's possession with intent to sell or give. It now goes to the senate.

A dispatch to the New York World from Shelby, Neb., says Admiral Dewey, secretary and chief of staff of the minister of marine, says: "The harbor of Havana is mined and the Spanish fleet in the vicinity of the place where the battleship Maine and the Spanish cruiser Alfonso XIII were anchored.

Mr. Mercier of Centerport, L., has returned with income as a result of two years spent in Alaska. Despite his good luck he says he is sorry he came back, that the reports of its fabulous wealth are greatly exaggerated, and that far more money is spent in getting into the country than will ever be brought back.

What is know as "queen's weather" prevailed today and the first drawing room of the season at Buckingham Palace was a most brilliant affair. Immense crowds were in the approaches to the palace. Mrs. Henry White, wife of the U. S. charge d'affaires, and Mrs. Raymond Hitchcock, of Ohio, and Miss Muriel White were present.

The captain of the steamer Strathclay which is lying in the New York lower bay awaiting orders, left his vessel in a small boat yesterday to go to the telegraph office at Sandy Hook, but was not allowed to land without orders of Col. Ludlow, commanding the fort, prohibiting anyone landing at Sandy Hook without his written permission.

Railway representatives of the joint passenger committee, composed of all lines east of Chicago, were in conference today at Memorial with B. McNeill, general passenger traffic manager of the Canadian Pacific, for the purpose of passing on a proposed agreement by which regular and uniform rates to the West may be again established. The outlook was good.

There was only one vote in the House committee on military affairs today against favorably reporting the Maine relief bill, providing for two additional regiments of artillery. It was delivered by Mr. Cox, a Democrat of Tennessee. He contended that in the event of war the volunteers could man these guns. He also expressed the opinion that reporting this bill, which has been before Congress for several years, at this particular time, might be construed as a direct action by Congress in preparation for war.

AFFAIRS IN HAVANA.

Between Maine Inquiry and Autonomy There is Great Suspense.

PROGRESS OF MAINE SEARCH.

Disaster Was Not the Result of Lack of Discipline on the Ship.

AUTONOMY CONFESSED A FAILURE.

Offer to Concede the Rebels Everything Except Withdrawal of Spanish Flag—Anti-American Feeling Increasing.

New York, Feb. 25.—A dispatch to the Tribune from Havana says:

Patience is necessary on the part of the people of the United States in the Maine investigation. Notwithstanding vexatious delays, real progress is being made by the divers. The decision regarding the cause of the disaster ultimately rests on their work. Captain Sampson's naval board has been able to gain the fullest information showing that an accident through lack of discipline was impossible. The breach of duty in the watch was well understood, that the officers and crew of the Maine were under the strictest discipline, because, although on the surface the visit of the Maine was friendly, Captain Sigsbee had taken proper precautions against hostile action.

The work of clearing out the bodies under the hatch proceeds.

The sights there are pitiable almost beyond the endurance of the divers, who are unused to such sights as experience. The condition in which the bodies are found shows that the men sleeping in the hammocks must have been driven against the beams overhead with terrific force. In many instances the bodies are beyond the possibility of recognition.

The board has not yet directed the examination of the hull plates. While the divers' examinations show that some of the similar magazines may have exploded, the fact that the main ten-inch magazine was not exploded seems to have been conclusively established.

The story of the finding of a ten-inch copper cylinder was correct.

The Spanish authorities adhere to the story of a fire in the ship and an explosion afterwards. The result of the divers' work is conclusively against that theory. Though their reports are carefully guarded, it is known that what they have found in the interior of the wreck has demolished the theory of fire before the explosion.

In the uncertainty of the relations with the United States, the importance of the recent action of the autonomist party is overlooked. Its central committee has formally approved the action of Senor Montoro, a confession of the failure of the present scheme of autonomy and an offer to the insurgents to concede everything except the withdrawal of the Spanish flag. The importance lies in the fact that Senor Govin, a member of the autonomist cabinet, was a leading spirit in the council and adopted the resolutions for treating with the insurgents, which include a series of propositions outlined by Gomez two weeks ago when the radical autonomist party was formed. These cover everything but independence.

These autonomists have no authority to represent Spain in the negotiations and give no guaranty that Spain would yield the concessions offered. The resolutions are, in one sense an answer to the complaint from Gomez that the autonomist cabinet was doing nothing to bring the insurgents to recognition. If negotiations have ever actually opened with the insurgents, Govin and the other autonomists' proposition will be rejected.

The intransigents are still hostile to the autonomists. Meanwhile the Maine inquiry is adding to the anti-American feeling. The authorities profess ability to hold it in check.

ONE MAGAZINE EXPLODED.

That Was the Six-Inch Reserve, With 2,500 Pounds of Powder.

New York, Feb. 25.—A Havana special to the World says:

"The main force of the explosion by which the Maine was destroyed seems to have been in the forward part of the wreck side of the vessel. This is consistent with the facts hitherto ascertained.

Collectively these now indicate that the contents of the reserve six-inch magazine, which was located in the midship part of the vessel, was not exploded in either of the other two. In the reserve magazine there were only five hundred pounds of powder in copper tanks, each of which contained 20 pounds.

Several of these tanks have been found by the divers all in a crushed and shattered condition. It is important to note that in the six-inch and twelve-inch tanks recovered, no explosive material has been found, the charges show no injury from flame or gases. The powder stored in the six-inch reserve magazine was used for saluting purposes only. The magazine itself appears to have been utterly destroyed, only a few frames being left to show the spot where it was once located.

The midship part of the forward magazine is in comparatively good condition. In the upper part is totally wrecked. A mass of powder cases, some twenty feet deep in extent, but apparently containing unexploded charges of powder, remain in the lower part of the Maine has turned in the wreck. It lies in the debris forward, submerged in the foot under water.

The hull is now imbedded in the mud to the depth of eight feet. The divers stick to their armors in the mud and have the greatest difficulty in prosecuting their work. They engaged on the forward part of the ship saw under the charge of gunner Charles Morgan, an officer specially detailed from the Brooklyn for the work. The purpose, and who has the reputation of being the most efficient of his rank.