

were in a state of excitement better imagined than told. They all begged piteously for names of the lost.

There were no crumbs of comfort for anyone, as each bulletin pictured the disaster as more terrible than the one preceding it.

New York, Feb. 16.—Advices to the Evening Telegram from Havana say that of the 450 officers and men on the Maine, only 30 are known to have been saved.

Washington, Feb. 16.—The navy department was the scene of intense excitement before 9 o'clock this morning, but the officials had no news to add to that given in the latest Associated Press dispatches. The first news received this morning came from Key West, and added little to the sum of information. Commandant Forsythe at Key West wired the navy department that he had been notified by Captain Sigbee of the Maine to inform Admiral Seward, in command of the North Atlantic squadron, that the Maine had been blown up, and was destroyed. He requested that a light house tender be sent over to Havana and added that many were killed and wounded.

Commandant Forsythe's message further said the lighthouse tender Mangrove had left for Key West at 3 o'clock this morning for Havana and the tugboat Fern would promptly follow her.

A second dispatch from Commandant Forsythe said he had sent the torpedo boat Ericsson, which was at Key West, to Admiral Seward, who is at Dry Tortugas, with a message concerning the disaster to the Maine.

Captain Dickens, chief of the navigation bureau, expressed the opinion today that the explosion took place in a magazine on the Maine. He said this was evident for the reason that the ship was afloat an hour after the explosion. If a torpedo had been fired under the battleship she would have sunk almost immediately, and the fact that she had not done so was conclusive evidence that the firing of a torpedo was not the cause of the disaster.

New York, Feb. 16.—Senor de Lome heard the news of the disaster to the Maine at the hotel St. Marc this morning. At first de Lome refused to credit the news, but when the truth dawned upon him he said: "It is terrible. I pray God the news has been exaggerated. You may be sure of one thing, however, no Spaniard did this."

"Like myself, all Spaniards of importance entertain friendly feelings towards this country. There will be no war; there can be no war between America and Spain."

"This appalling disaster forces me to a declaration that I love America as I do no other country than my own."

Washington, Feb. 16.—Two members of the cabinet who spent some with the President today state that everything so far received indicates that the loss of the Maine was due to accident. Captain Sigbee in his telegrams from Havana states that he is not prepared to express an opinion on this point.

Washington, Feb. 16.—The following dispatch was received at 11:40 a. m.:

"Havana, Feb. 16.—Assistant Secretary of State, Washington. All quiet. Great sorrow expressed by authorities."

"Sigbee has telegraphed details to navy department. Not prepared yet to report cause of explosion. LEE."

New York, Feb. 16.—A special copyright cable to the Evening World from Havana says the officers of the Maine state the explosion was in the central magazine and that the Maine was raised out of the water and then went partially to pieces. The dispatch continues:

"All the officers but the surgeon were in the ward room at the moment of

the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further than the middle superstructure on deck. Only a very pitiable few of the 350 of the jack tarrs got from below. The water rushed over them and many were stunned and drowned but not mangled. It is not likely that more than forty sailors were saved. The officers on deck narrowly escaped. In the junior officers' mess hall, all had to clamber out in wreckage waist deep. One ladder from the after torpedo compartment was jammed with men struggling up for life. All agree that a double explosion occurred from the natural result of an underwater explosion of the magazines."

The dispatch says that the account of the passengers on the Ward Line steamer City of Washington which was lying 300 yards from the Maine bears out the foregoing statement. Continuing, the cable says:

"Brass pipe, angle iron, etc., fell in a shower, on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke came anguished cries for help. Simultaneously with the cessation of falling fragments, searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the Washington alongside at once but the regular ferry boats passing soon after the explosion did not stop to offer aid."

Washington, Feb. 16.—The following is a list of officers of the Maine with their addresses as far as obtainable at the navy department:

Captain Charles D. Sigbee, Washington. Lieut. Commander Richard Wainwright, Washington. Lieut. G. F. Holman, California. Lieut. John Hood, Florence, Alabama. Lieut. Carl W. Jungen, New York city. Lieuts., junior grade: G. P. Blow, La Salle, Ill. John J. Blandip, Greenwood, Md. F. W. Jenkins, Allegheny City, Pa. Naval cadets: W. T. Cluverius Jr., Louisiana. Aaron Bronson, Nebraska. D. E. Boyd Jr., Alabama. Surgeon L. C. Heneberger, Harrisonburg, Va. Paymaster C. M. Ray, Washington. Chief Engineer C. P. Howell, Goshen, N. Y. Passed Assistant Engineer F. C. Bowers, Brooklyn, N. Y. Assistant Engineers G. R. Morris, Oregon, Mo. Darwin Merritt, Redoak, Iowa. Engineer Cadets: Pope Washington, North Carolina. Arthur Crenshaw, Alabama. Chaplain J. P. Chadwick, New York city. First Lieut. of Marines Albert W. Catlin, Minnesota.

Captain Sigbee has reported in answer to a cable message of inquiry that the following officers and men were saved from the Maine:

Capt. C. D. Sigbee; Lieut. Commander R. Wainwright; Lieut. G. F. Whitman; Lieut. J. Hood; Lieut. C. Jungen; Lieut. C. P. Blow; Surgeon S. G. Heneberger; Paymaster C. M. Ray; Chief Engineer C. P. Howell; Lieut. J. J. Blandip; Chaplain J. P. Chadwick; Past Assistant Engineer F. C. Bowers; Lieut. of Marines A. F. Catlin; Assistant Engineer J. R. Morris; Naval Cadets J. H. Holden, D. O. Cluverius, R. B. Bronson, P. Washington, A. Crenshaw, and J. T. Boyd; Boatswain F. E. Larkin; Gunner J. Hill; Carpenter J. Helm; Paymaster Clerk B. McCarthy.

Men—Redon, Larson, Hallberg, Bullock, Melville, Willis, Galpin, Kushida, Noppin, Turpin, Harris Lutz, Jointson, Holland, Herbert, McDewitt, Foley, Hutchins, Schwartz, Richards, Teackle, Sohman, Fox, Wilbur, Waters, Anderson, Christianson, Koehler, Ericsson, Mack, Williams, J. White, Pauls, Coffee, J. W. Allen, Roe, D. Cronin, F. Cahill, J. Kane, Jerene, C. A. Smith, J. Shea, Herness, J. Heffron, Bloomer, Johnson, Bergman, Mattison, A. Johnson, Pitcher, Holtzer, Loftus, McGinnis, W. Matiason, Furness, Good, Darkins,

Rau, McNair, Gabriel, A. Hallock, Senech, A. Knez, Benjamin, McKay.

Washington, Feb. 16.—Among the matters discussed by the President and the members of the cabinet was the question of the expediency of immediately sending one or more warships to Havana to take the place of the Maine and the conclusion is understood to have been reached that at present such a course was not desirable. At about half past one o'clock it was officially stated at the White House that the information so far received indicated that the loss of the Maine was the result of an accident and that in the absence of evidence to the contrary this should be assumed to be the fact. Secretary Long returned to the White House early in the afternoon and remained with the President for some time. Up to 2 o'clock nothing had been received from Havana since the cablegram from Capt. Sigbee.

Washington, D. C., Feb. 16.—At 11:20 o'clock Secretary Long received the following unsigned telegram from Havana:

"Only two officers unaccounted for. The explosion was sforward. To all indications the magazine; but cannot tell until an investigation had. The sentry on the poop deck reports that there were no boats in the vicinity when the explosion occurred."

Another telegram to Secretary Long from George Bronson Reave, said to be a newspaper correspondent, said: "No excitement. All quiet. Only feelings of sympathy and sorrow for the accident."

Another telegram received at the navy department stated that the missing probably would number 270.

Secretary Long for the President has sent this telegram to Captain Sigbee: "Sigbee, U. S. S. Maine, Havana:

"The President directs me to express for himself and the people of the United States profound sympathy with the officers and crew of the Maine, and desires that no expense be spared in providing for the survivors and the care of the dead."

(Signed) "JOHN D. LONG, Secretary."

The President has recalled his invitations for receptions this evening and tomorrow night, owing to the disaster which has befallen the American navy.

Madrid, Feb. 16.—The captain general of Cuba, Gen. Blanco, has cabled the authorities here and has sent a similar message to Washington saying that the disaster to the Maine was indisputably due to an accident.

Washington, Feb. 16.—The Maine incident formed the principal topic of consideration by the Senate committee on foreign relations at this meeting today. The opinions generally expressed by members of the committee in this informal conference were to the effect that the occurrence may result in grave complications unless Spain can make it very plain that no Spaniard was in any way responsible for it. A prominent member of the committee said after the meeting that Spain would be expected to make an explanation that would entirely clear up the mystery, and that if she did not this country would have a right to demand such explanation. Most of the members of the committee refused after the conference to express any opinion concerning the occurrence.

"It is too serious to talk about at present," said Senator Lodge.

Senator Cullom said: "I cannot see how the explosion could have been the result of an accident and I think that the time is rapidly approaching when this country must do something."

Senator Clark would only say: "It is singular that such accidents happen at such inopportune times."

Chicago, Feb. 16.—Commander J. B.