# THE OMAHA DAILY BEE.

ESTABLISHED JUNE 19, 1871,

OMAHA, THURSDAY MORNING, FEBRUARY 17, 1898-TWELVE PAGES.

Suppose you ask that naval court of in-

quiry be held to aggertain cause of explo-

sion. Hope our people will repress excite-

WAITING FOR NEWS.

Hard work and harder walting and ex-

pectancy marked the evening for most of

the department officials whose duties con-

ferring to the affair. Very little was re-

tion, but nearly 100 private telegrams were

The State department was on the alert

for news both from Havana and from Minis-

ing all government flags was issued.

ings shall be helf masted.

Secretary Long, was received:

Bullock here with me."

Texas.

Captain Philip of the Texas, now at Gal-

battleship Maine, he said: "The occurrence

OTHER SIDE OF DREYFUS CASE.

Charge Made that Jews Are Using

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Millions of Money.

PARIS, Feb. 16 .- (New York World Cable-

revelations of the Zola trial, adding with

"The government of President Faure

favors revision of the Dreyfus trial to please

the Jews, who have enormous influence in

France, but popular opinion is too strong to

"Zola is moved by vanity, as he thinks

himself the first man in the world. Being

has not proved anything, and if he appeared

alone in the Paris streets, he would be torn

to pieces. Colonel Picquart stole Esterhazy's

Dreyfus appealing to French pity, as the peo-

ple are solidly against her. Secret papers

exist, but they are of no importance, as

the guilt of Dreyfus was proved two years

before his arrest. The Americans and other

foreign supporters of Zola are prompted by

detestation of France and a desire to sow

discord in the French army. Zola will cer-

tainly be found guilty and sent to prison

for three months. The French ministry is

not imperiled, as the whole chamber has

been bought by Jewish money in view of

William ordering the German embasey here

twice at its existence, but each time the

German government has denied it through

"If that secret paper were produced it

would mean war within two months. The

people of Paris do not understand the gravity

of their position nor perceive the meaning

of the mobilization now going on in Ger-

many, ostensibly for China. Revision of the

Dreyfus trial could be had only by another

court-martial and before that the court of

cassation would have reversed the decision

of the court-martial of 1894. Nothing short

the case to a judicial trial. Dreyfus must

have been convicted on overwhelming evi-

dence, as the members of Ecole St. Cry and

Polytechnique form a regular free masonry.

the general elections."

the agency of Havas.

the extent of \$2,000,000.

play, it would be very unfortunate."

ceived.

unsatisfying.

ritt and Jenkins still missing.

ment and calmly await decision.

SINGLIST OPY FIVE CENTS.

News of Disaster to Battleship Maine Causas Deep Regret.

SEMI-OFFICIAL NOTE IS GIVEN OUT

Government Tenders Its Condolence to Minister Woodford.

SORRY IT OCCURRED IN SPANISH WATERS

Crders Telegraphed Cuban Authorities to Render Assistance.

RELIEVE THE DISTRESS OF THE INJURED

Directed to Furnish Officers and Crew of the Maine with Everything Which They May Need.

(Copyright, 1898, by Press Publishing Company.) MADRID, Feb. 16 .- (New York World Cablegram-Special Telegram.)-Intelligence of the disaster on the Maine reached Madrid by cablegram today, Marshal Blanco informing the ministers of war, marine and foreign affairs that the American cruiser had blown up by "undoubtedly accidental causes, supposed to be the explosion of the boiler of the dynamo." The ministers of war and marine went to the palace to convey the news to the regent, who expressed regret, concern and much sympathy for the victims and their families. Sagasta also went to the palace and had a long interview with the queen, during which it was agreed that the condolence and sympathy of the government should be conveyed officially to the United

States government. The intelligence of the disaster caused a profound sensation in Madrid among all classes, even in financial circles and on the exchanges. Most of the people, like the government, deplore the sad event. I called at the American legation and found it had received no intimation of the disaster yet, but all members were much grieved. Minister Woodford seems satisfied with the march of negotiations which have so happily terminated the De Lome incident.

EXPRESSES CONDOLENCE.

Admiral Camora, in the name of the shown by the authorities in Havana to assist again, naturally suggests the thought of the wounded Americans, who are considered rage perpetrated by Spanish conspirators or in Spain worthy of sympathy. The papers Cuban insurgents incensed, from whatever admit that all Spaniards shall lay aside all motive, against the United States." sible consideration.

All the Spanish official telegrams carry the accidental. The Spanish admiral commanding says the information given so far by the officers and the sailors of the Maine offers no explanation of the origin of the

The Spanish note was handed Minister Woodford today in accordance with information previously wired. On high Spanish authority I am able to state that both American notes contained nothing peremptory or comminatory, but were couched in friendly terms, simply placing the facts before the Spanish government, therefore making it easy to answer. Expectations are that the American State department will make equally friendly and dignified explanations. ARTHUR E. HOUGHTON. SEMI-OFFICIAL NOTE.

MADRID, Feb. 16.-The following semi official note has been issued:

"The news of the disaster of the Maine has caused a painful impression in Madrid. It was at first feared that there had been some act of imprudence to which the catastrophe was attributable. Afterward, as the details arrived, the fears dispelled and took the form | built the battleship Oregon, upon learning of feelings of sympathy and sorrow for the of the loss of the Maine, said. "While i misfortune which has occurred. The cap- is impossible with the facts at hand to giv tain general, the commandant of the arsenal, any definite reason for the accident, there the sailors of the cruiser Alfonso XII, the crews of the merchant versels and all the available forces hastened to succor the in-

The government has expressed to Minister Woodford the regret it feels at the catastrophe, more especially as it occurred in waters in the magazine. That the explosion was not within Spanish jurisdiction. An admiral in | 121 the boiler room is evident, for the ship full uniform, in the name of the minister was at rest, and all her steaming of marine and the entire Spanish callnet called on General Woodford today and informed him that the government had telegraphed to the authorities in Cuba to do That would readily account for the sinking their utmost to relieve the distress of the injured and to furnish the officers and crew of the Maine everything which they may

The United States minister, General Woodford, did not receive news of the loss of the Maine from Washington. His first intimation of the news came from the Spanish rear admiral, who called at the United States legation to express in behalf of the Spanish government regret for the disaster which had befallen the American war ship. The details then reached General Woodford in the dispatches of the Associated Press.

MADRID PRESS COMMENT. The Imparcial published an extra edition, saying that the news had produced a deep impression in Madrid. The premier, Secor Sagasta, personally informed the queen re-

gent of the loss of the Maine. The Epocha says: "Whatever the relations between Spain and the United States. Christian feeling and humanity compel us to regret the catastrophe. The spectacle of so many lives suddenly launched into eternity inspires compassion."

The Heraldo remarks: "Although the Americans try to represent us as a people devoid of virtues, we must face this horrible misfortune sincerely and express feelings of compassion.

The Heraldo adda: "In the face of provocative Americans we shall always remain a proud people, but in the face of men in misfortune, of whatever nationality, our hearts are always full of pity."

Admiral Chacon, the commander-in-chief of the Spanish navy, in the course of an interriew today, said the United States war ship Maine had on board a "new explosive based on guncotton, manufactured by a special process." Such explosives, he added,

were very dangerous, the slightest friction considers IT AN ACCIDENT SPAIN were very dangerous, the slightest friction causing an explosion. He believed the disaster was due to such a cause.

All the members of the cabinet and of the legation today.

El Dia expresses sorrow for the disaster, which it describes as a "very painful occurrence to Spain."

El Correo Espanol urges the government to issue orders prohibiting the Viscaya from visiting New York.

COMMENT BY THE LONDON PRESS.

Disaster Causes Profound Sensation in the British Capital. opyright, 1838, by Press Publishing Company.) LONDON, Feb. 16 .- (New York World Cablegram-Special Telegram.)-The Maine disaster caused a profound sensation in London today. Although the dispatches from Havena published in the evening papers were meager, expressions of sympathy were heard on all sides. In the House of Com-

mons lobby the scanty details available

were eagerly canvassed. Lord Charles Beresford replied to inquiry early today: "I can only express my horror of this apparently unaccountable calamity, involving loss to so many gallant American sailors. As to my opinion, what opinion could I give, when even the captain of the ship, who so luckily escaped, can give none. The possibilities of accident on war ships are numerous, but in most cases their origin can be ascertained, as doubtless this will be."

Ellison Macartney, secretary of the navy, said: "I could not venture an opinion and experts to whom I have spoken today on the subject could only suggest that the maga-

zine must have exploded." Admiral Field was equally non-committa and it was plainly seen that these and other naval authorities were reticent lest any expression of theirs might favor the suspicion that the catastrophe was not the result of an accident. The hypothesis of malice is freely discussed among politicians; indeed, it | glo speech made in either house of congress everybody's mind.

The newspapers nearly all deal editorially which is particularly well informed in naval matters, says: "The fact that the explesion took place beneath the men's quar- tails, in the light of which the horror may ters, which is generally on the lower decks be justly viewed, in the fore part of the vessel, lends support to the supposition that the mischief was wrought by an explosion in the magazine beneath the forecastle and as far as possible away from the engine fires. It would remain, however, to explain by what means of the Maine. There are a great number of the magazine, always carefully guarded, could have been fired. It must be borne in minister of marine, called upon General mind that the discipline upon American war Woodford at the United States legation this ships is usually, to English ideas, rather afternoon to express the condolence of the lax. Another suggestion is that the accident Spanish ravy on account of the catastrophe | may have been caused, though the hour at to the Maine. No event since the beginning which it occurred seems to negative this, Key West to appoint a board of naval offiof the present Cuban insurrection has caused by some experiment carried on on board with such extraordinary and conflicting emotion some high liquid explosives, recently inin Madrid, Many papers publish special vented. Another possibility which will editions tonight. All comment on the event | readily occur is that the disaster was proin guarded language, congratulating them- duced by some agency outside the vessel, selves that the catastrophe was accidental the explosion of a submarine mine or torpedo, and expressing satisfaction at the alacrity caused accidentally or otherwise. This,

unpleasant recollections of the conduct of The Evening News clearly fears an outthe Americans in the Cuban affairs in the rage, and says: "The circumstances surmost mysterious, and it is a thousand pities that such an untoward event should have impression that the explosion was purely occurred at the present juncture. It is to be hoped that, until the cause of the disaster is made clear, the matter will be treated with the reserve which the seriousness merits."

> The Sun writes in the same strain: "It is hear whispers of treachery and dynamite. for the Maine was on too elaborately friendly call at Cuban ports and all official explanations in the world did not prevent Spain from getting furious over the visit or looking upon the cruise as a menace to Spanish interests in Cuba. The explosion man will call up visions of the swarthy patriotism by proving to the states that the Monroe doctrine does not apply to Cuba."

MIGHT BE DUE TO SEVERAL CAUSES.

Irving M. Scott of Union Iron Works SAN FRANCISCO, Feb. 16,-Irving M. Scott, vice president and general manager of the Union Iron works of this city, which are several conditions which may have occurred, any one of which might account for the destruction of the vessel. For instance, fire in the coal bunkers where they abutted against the magazine might have heated the partitions sufficiently to explode the powder capacity was, therefore, under ful It might have occurred control. in the forward torpedo tube compartment of the vessel. A torpedo fastened underneath its bottom might have caused the same results, and while it is natural, under the existing condition of affairs between this country and Spain, that some enthusiastic Spaniard, out of spite, might have occasioned it, or some equally enthusiastic rebel, with an idea of aggravating the relations between Spain and America might have done it, yet the very meager reports so far received and the specific request of the ship's commander

foreseen accident on board the ship itself. CARING FOR THE WOUNDED MEN

that judgment be suspended, indicate that

the calamity was due to some utterly un-

Who Were Hurt Are Placed i Hospitals. HAVANA. Feb. 16 .- Captain General Blanco's official cable message to Spain was filed at midnight. Half an hour after midnight thirty-six of the crew of the Maine had been carried to the military hospital of San Ambrosio. They were all most seriously wounded. Five others of the crew were

taken to the Alfonso XII hospital. On board the Spanish cruiser Alfonso XII twenty-six of the wounded were treated and thirty-six were succored on board the City two officers lost their lives, and these were of Washington.

George Cowler, an accountant of the Make, is among the men seriously wounded. The crew of the steamer Colon caved two wounded men.

The Maine, at the time of the explosion was at anchor about 500 yards from the ing his family. arsenal, and some 200 yards from the floating dock. The explosion put out the street lights near the dock, and blew down wires. Admiral Manterola and General Solano put

(Continued on Seventh Page.)

diplomatic corps left cards at the American Secretary Long Takes a Conservative View of the Disaster.

OFFICIALS WAITING FOR PARTICULARS

For the Present No Other War Ships Will Be Sent to Havana to Take the Place of the Maine.

WASHINGTON, Feb. 16.-After a day of intense excitement at the Navy department aster. Secretary Long, who had been and elsewhere, growing out of the destruction of the battleship Maine in Havana har- Washington, was thoroughly tired out and bor last night, the situation tonight, after the exchange of a number of cablegrams between over to Lieutenant Whittelisee the receiv-Washington and Havana, can be summed up in the words of Secretary Long, who when with orders to make public everything reasked, as he was about to depart for the day, whether he had reason to suspect that the ceived that would throw light on the situadisaster was the work of an enemy, replied;

fact that Captain Sigsbee has not yet reported to the Navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from ment that a list of the injured among the the indications, however, that there was an survivors would be secured promptly, but accident-that the magazine exploded. How although a request for this was cabled to that came about I do not know. For the present, at least, no other war ship will be sent to Havana."

The appalling nature of the disaster and the gravity of the situation that would arise ter Woodford at Madrid, but beyond a secshould investigation give a basis for the ond message from General Lee, expressing of political opinion. The fact stands forth ernment, little else was mentioned. A numand is little less than remarkable that not a single resolution was introduced or a sinwas the first thought, apparently, to come to save one of condolence with the families of the killed offered by Mr. Boutelle and adopted by the house of representatives. Public with the subject, and the St. James Gazette, men expressed their opinions with reserve when approached, but everywhere there was

THERE ARE MANY THEORIES.

a demand for an investigation and full de-

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction theories, but most of them are of a character that makes it easy to prove or upse them by a single investigation by a diver.

Secretary Long has taken immediate steps to make this investigation. Late this afternoon he telegraphed to Admiral Sicard as cers to proceed at once to Havana, employ divers and generally make such inquiries as the regulations of the navy demand shall be made in the case of the loss of a ship.

It is expected that this work will take some time, and while there are officers who say that in their opinion it will not be possible, owing to the probably disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the matter may be easily settled by the examination of the ship's plates in the neighborhood of the hole which sank it, whether they are bulged out, which | Harrison Hopes it Was an Accident would be the case if the explosion came from the inside, or whether driven in, as would President Benjamin Harrison was asked by be the case from the attack of a torpedo or the Associated Press for a statement regard. the explosion of a mine beneath the ship.

The large majority of naval officers are inclined to the belief that the explosion re- is a most terrible and shocking one. It suited from spontaneous combustion of a is to be hoped that an investigation may certain that before the day is out we shall coal bunker, the overheating of the iron leave no doubt that it was an accident. If partitions between the boilers and the mag- there should be any room for suspecting foul azine, or the explosion of a boiler, though the last theory finds little support.

The list of survivors that came to the Navy department this afternoon in answer to telegrams was inaccurate and made out the loss of life eight more than the summary occurred last night and the imaginative originally given by Captain Sigsbee in an earlier telegram, so Secretary Long tele-Spaniard immolating himself on the altar of graphed for another corrected list, and also was seen today at his residence in the Rue one that should show who were and who Pergolese and asked to give his views on were not wounded of the survivors. It was the Dreyfus affair and the Zola trial. M. found necessary to do this, owing to the Rochefort declared himself unaffected by the great number of pitiful appeals for information as to the safety of some unfortu- fierce animation: nate on the Maine that came from all parts

of the country. IT MAY BE RAISED.

The naval constructors, in the light of the dispatches thus far, say it is by no means suffer it. General Billott, minister of war, certain that the Maine cannot be raised and originally favored it, but now refuses to go again carry the flag. They say that while against the army. The whole campaign is it is a big ship, others as large have been a campaign of money, the Jews having made raised, and at Havana the new floating dry forced contributions all over the world to dock would receive it if it could once be

Captain Sigsbee evidently is taking an inerest in the future of the ship, for he sent rich, he was probably not bribed. But he telegram to Commander Forsythe at Key West, that was promptly transmitted to Secretary Long, suggesting that a lighthouse vessel, or some such small vessel, be letters to enable the forgery of the Bordeau stationed in Havana harbor to watch over to be made. There is no use of Mme. the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by

divers. It is said at the Navy department that this disaster is the greatest of the kind in naval history since the sinking of the big British war ship Victoria by collision with the Camperdown in the Mediterranean off Malta, June, 1893. By that accident the British admiral commanding, twenty-two officers and 336 men lost their lives.

The Spanish legation was early advised of the horror by Captain General Blanco, who expressed his profound regret, and added that the occurrence was a chance accident, the undoubted cause being an explosion of the boller of the dynamo. This was the only specific cause assigned from an official source during the day.

M. du Bosc, the Spanish charge, called at the State department to express his profound regret, and the entire Spanish staff left their cards at the Navy department as a mark of personal condolence. At all of the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon of France, Sir Julian Pauncefote of the British embassy and others called at the State department to ex-

press their regret. The disaster is remarkable in that only of junior grades. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and sister. The latter, it is thought, also was unmarried, but the department was unadvised concern-

The following cablegram was received by the State department from Consul General Lee at 9:30 tonight: HAVANA, Feb. 16.-Profound sorrow ex-

pressed by government and municipal authorities, consuls of foreign nations, organ- as Jews."

ized bodies of all forts and citizens generally. Flags at half most on governor general's palace, on shipping in harbor and in

the city. Business suspended, theaters closed, Dead number about 200. Officers' Boat Load of Survivors of Disaster Arriva quarters being in rear and seamen's forward, where explosion took place, accounts at Key West. for greater proportional loss of sailors. Funeral tomorrow at 3 p. m. Officers Mer-

PURSER TELLS STORY OF TEXPLOSION

Thinks It Did Not Originate from Torpedo Outside the Vessel-List of the Injured Men.

nected them in any way with the Maine dis-KEY WEST, Fla., Feb. 16 .- The steamer Olivette, with sixty-two survivors of the aroused at 2:30 when the news first reached Maine on board, arrived here at 19:30 tonight, seven and a half hours from Havana. went to bed unusually early. He turned Of the number twenty are wounded, ten seriously and one fatally. Captain Merrill, ing of all dispatches relative to the disaster, with company A of the First artillery, took possession of the dock before the vessel's arrival, and kept back the excited crowd, which included half the population of Key "I do not. In that I am influenced by the received from families and friends of the West. The majority were Cubens and mulattoes. No one not in uniform was officers and crew, begging specific news from loved ones on the ill-fated ship. Reallowed to go on board. The Accoclated plies were made to such inquiries as could Press correspondent saw Purser Decision of be answered. It was hoped by the depart- the Olivette, who gave the following brief account of the disaster:

"The explosion is an absolute mystery to every one. It occurred in the forward Havana at 4 p. m. no response was re- magazine, which is just forward of amidships and below the water line. The coal bunkers are outside, but separate by two feet of space. According to custom the magazine was inspected at 8 o'clock in the evening, and the temperature found to be undercurrent of suspicion of treachery and the hope that public excitement in the United 59. The magazine was locked and the foul play that ran through all minds had a States would be repressed, and citing addi- keys given to Captain Sigsbee. The men sobering effect on public men of all shades tional courtesies at the hands of the gov- went to their hammocks in the forward part of the ship soon after 9 o'clock.

ber of naval officers volunteered theories in "The explosion occurred at 9:40, and hence support of the accident hypothesis, all of the awful and overwhelming loss of life which, in the absence of any facts on which No one can yet give a connected account. About ten men who were in the forward to base a reasonable opinion, were decidedly part of the ship were saved, and of these several had their hammocks slung on the At the White House the president spent lower deck. The explosion split the big the evening until midnight in his office. There was no official conference on the dis- ship in two and threw these and one markee, aster, however, and but one caller, Senwho was sleeping on the superstructure, ator Fairbanks of Indiana, who merely dis- forty feet in the air and into the water.

cussed the catastrophe incidentally with the NO DYNAMITE. other business which brought him to the "In the magazine were twenty-five tons White House. The president displayed the of coarse powder used for charging the keenest interest in the terrible story, and big guns, there being no dynamite, detonatthe deepest sympathy with the sufferers, and ing powder nor torpedo heads, and nothing it was at his suggestion the order half mast. in fact that could be exploded by concussion. In the main magazine oft the high The president has ordered that tomorrow explosives were stored, and this magazine and until further orders the flags at all did not explode. There are no electric navy yards and on naval vessels at ports, wires connected with or near the magazine army headquarters and on all public build-It is not believed that the Maine was destroyed by a torpedo underneath, as. if this Late tonight the following dispatch from were the case, the hold would have been Captain Sigsbee at Havana, addressed to torn in on the bottom and the ship would not have been riven to atoms, as was the "All men whose names have not been sent case. The aft part of the ship sank in as saved probably are lost. Have given up three minutes, and the officers and sur-

Jenkins and Merritt as lost. Bodies are vivors of the crew escaped half clothed. still floating ashore this afternoon. I keep Pieces of the wreckage flew a distance of nine officers, one private and Gunner's Mate 500 yards. One large piece of cement struck the quarter-deck of the City of Washington of the Ward line, which anchored veston, states that the drafts of twenty-one ahead of the Maine, twenty minutes before the explosion."

apprentices, which were carried from New Following is a list of officers and men who York for the Maine, are still on board the dence, R. I. Mr. Marn was assisted in the INDIANAPOLIS, Ind., Feb. 16,-When exlist by the lieutenants on board, principally by Jungen, and the list may be depended ing the destruction of the United States

Officers-Lieutenant John Hook, Lieu tenant C. W. Jungen, Lieutenant J. J. Blandin. Naval Cadets-A. Bronson, Boyd, Washing-

ton and Crenshaw. Passed Assistant Engineer F. C. Bowers Acsistant Engineer Morris, Pay Clerk Mc Carthy, Carpenter Helms, Gunner J. H. Hill Boatswain Larkin.

Lieutement of Marines Catlin, Sergeant Meeban. Mess Attendants-John Turpin, Harris

Kushida, F. Awo. gram-Special Telegram.)-Henri Rochefort Wardroom Cook Toppin, Gunner Mat-Williams, Apprentice Willis. Marines McKay, Peter Larsen, Moriserie, A. Hallberg, G. David, William

> Peggy, the capta'n's pug dog Lieutenant George P. Blow, Lieutenant C. Melville, Reden, Dan Durcken, McCann. THE WOUNDED.

George Schwartz. H. Tackle. Marine F. Thompson. R. Hutchins. Marine McDermott. J. Herbert, slightly. A. Ham. P. J. Foley George Fox. M. Flynn. William McNair. Charles Galpin. Joseph Lutz.

A. J. Dressler.

Charles Bergman.

W. H. Thompson.

M. Lanahan. Joseph Kane. Carl Christiansen. A. Johnson. John D. Load. J. Panck. O. Anderson. C. Lohman. Calvin Cook.

Henry Williams. W. B. Richards. Mickleson. LIST OF CASUALTIES.

Emile Massard, owner of La Patrie, the chief anti-Dreyfus paper, and president of The authentic figures given of the casual the military press syndicate, seen at the ies are 104 saved and 251 dead. office of La Patrie, said: "Speaking for It was a sad scene at the dock tonight as stretchers were carried to the waiting ammy chief editor, M. Millevoye, and myself, bulances by artillerymen and sufferers ten-I am sorry to see the manner in which foreigners, Americans especially, blindly take derly placed on seats for conveyance to the marine hospital. The brave fellows bore Dreyfus' side. The secret package contains, we know, a piece of paper signed by Emperor their sufferings admirably and some limped through the lane of eager faces with their arms in alings, heads bound and bloodstained to compel Gette Canaille Dreyfus to deliver bandages on legs or trunks. hie promised information, We have hinted

The crowd had been yelling only as ex great hush fell upon the assemblage as the head of the procession filed from the deck house, at the sight of the actually wounded leading. Excited women grew hysterical and many a Latin prayer was heard from lips that had been shouting a moment before.

Every possible arrangement for the comfort of all who were disembarked had been made, and all who could talk praised highly the kindness of the Spanish officials who of a change of the constitution could bring opened their hearts and wardrobes to the survivors.

Boats from the Spanish cruiser Alfonso XII were among the first to reach the Maine, and Captain General Blanco placed I have no ill-will whatever against the Jews all his resources at the disposal of General

### THE BEE BULLETI

Weather Forecast for Nebraska-Cold Wave, with a

1. Spain Expresses Sympathy. Secretary Long on the Situation Survivors Arrive at Key West, Vivid Description of Maine Disaster,

2, Local Interest in Maine Aceldont. Nebraskans Hustling at Washington, 3. Western Union Case in Court,

Curios for the Exposition. Sale of the Kausas Pacific,

4. Editorial and Comment. 5. Arkansas and the Exposition. Music for Omaha's Big Show, 6. Council Bluffs Local Matters.

Iowa Legislative Proceedings.

7. General News of the Farther West, S. Sons of Veterans' Meeting Closes, Increase in Fire Risks. 9, In the Field of Electricity.

Bartley Bondsmen on the Defensive, Progress of the Kastner Trial, Man Beaten and Robbed. 11. Commercial and Financial News.

5 p. m .... 48

7 p. m . . . . . 45

9 p. m..... 44

12, "The Sign of the Serpent." Temperature at Omaha: Hour. Deg. 5 a. m. . . . . 29 Deg 1 p. m .... 43 2 p. m..... 46 6 a. m..... 29 7 a. m . . . . . . 30 3 p. m .... 48

9 a. m ..... 31

10 n. m..... 34

11 n. m..... 37

12 m...... 42

Forecast Official Welsh at 7:30 received a message from the Chicago office, directing him to display the cold wave and norther signal. A decided drop in the temperature with snow flurries and high north wind, is looked for.

TALK WITH CAPTAIN SIGSBEE.

Commander Gives No Cause for the Explosion.

Herald from Havana says: The officers of the Maine fail utterly to account for this disaster on the theory of any internal explosion, but they also agree that no torpedo could have caused the damage that this explosion wrought. Then, too, the finding of a large diamond-shaped piece of cement which went so high in the air as to crash clear through the deck of the City of Washington in its descent adds another puzzling feature to the case. An internal explosion would not have hurled it so high in the air.

The captain choked down his emotion and I asked him of the disaster. "There is very little that I can tell you," he replied. "I was in the cabin at the time. I had just finished a letter to my family when the enormous crash came. The ship lurched ton, so injuring two boats that when lowered heavily to port, and I knew in an instant what it all meant-that it meant that my ship had blown up.

"All the cabin lights were put out, and as I groped my way out of the apartment I met my orderly running toward me. Reaching the deck I gave orders to post statries to keep s'lence and to flood the magazines. The magazines were already flooding themselves. I saw then that the disaster was complete; in fact, I noticed a few of our men struggling in the water.

"Only three boats were left of the number arrived on the Olivette, furnished the Asso- we carried. These, the gig-barge and second whale boat, were lowered as quickly as we could get them in the water. There was a big hole knocked in the side of the barge and it is a wonder that it did not sink with the few who had climbed into it.' "What do you think caused the explo-

sion?" I asked Captain Sigsbee. "You will have to excuse me from answer-

ing that," he replied.

Affects American Securities. LONDON, Feb. 16 .- American securities opened firm on the stock exchange today, owing to the belief that the Cuban difficulty was ended, but later they fell rapidly owing to the news of the disaster to the United

States battleship Maine in Havana harbor. Merritt is an Iowa Man. RED OAK, Ia., Feb. 16 .- Lieutenant Darwin E. Merritt, now missing from the battleship Maine, was born in Red Oak, May, 1871. He is the son of Hon. W. W. Merritt an early settler and prominent citizen, now

serving as postmaster of this city, Orders the Fing at Half Mast. NEW YORK, Feb. 16.-Mayor Van Wyck has ordered the flag on the city hall to be lowered to half mast out of respect for those

DEATH IS THE RESULT OF POISON

killed on the Maine.

Coroner Holds an Inquest on the Remains of Gus Leftwich. GALLATIN, Mo., Feb. 16 .- The coroner's jury, called to investigate the death of Gua Leftwich, editor of the Gallatin Democrat found that the editor died of poison administered by persons unknown. Before his death Editor Leftwich particularly instructed that no investigation be held. It was shown today that the poison was administered in coffee drank with breakfast.

Maria Leftwich, the dead man's 14-yearold daughter by a former marriage, admitted that before her father's death he charged her with having poisoned the coffee. Other testimony showed that on the morning of the poisoning Mr. Leftwich ate breakfast earlier than his wife, whereas it had been customary for Mrs. Leftwich to eat first. The daughter has not been friendly with her stepmother, but had always been on the best of terms with her father,

FRENCH LINE STEAMER IS LOST.

Wreeked on Canary Islands Great Loss of Life. TENERIFFE, Canary Islands, Feb. 16 .-The Compagnie Generale Transatlantique line steamer Flachat, bound from Marseilles for Colon, was totally wrecked on Anaga Point, this island, at 1 o'clock this morning. Its captain, second officer, eleven of its crew and one passenger were saved. Thirtyeight of the crew and forty-nine passengers

The Flachat was built at Stockton, Eng. land, by Pearse & Co. in 1880. It was a cited Cubans and negroes can yell, but a stern screw, iron vessel of 1,239 tone net and 2,175 tons gross register. It was 300 feet long by 36 feet beam and 25.5 feet depth of hold.

Movements of Ocean Vessels, Feb. 16 At New York-Arrived-Majestic, from Liverpool, Sailed-St. Paul, for Southamp ton; Britannic, for Liverpool; Westernland, for Antwerp: Burgundla, for Marseilles, At Southampton-Arrived-Havel, from New York; Paris, from New York, Sailed-Trave, ior New York.

At Queenstown-Arrived-Teutonic, from At Bremen-Arrived-Weimar, from New

At Liverpool-Sailed-Assyrian, for Phila delphia. At London-Sailed-Kensington, for Phila-

## AWFUL LOSS OF LIFE

Two Hundred and Fifty Men Sleep in Havana Harbor.

BUT FEW SAVED FROM WRECK OF MAINE

Human Beings Torn to Shreds by the Fearful Explosion.

THRILLING STORY OF THE DISASTER

Anguished Cries for Help from the Ship's Brave Crew.

WOUNDED MEN SUFFER ON IN SILENCE

Magnificent Battleship Completely Wrecked by the Force of the Explosion\_Spaniards Join in Work of Rescue.

(Copyright, 1898, by Press Publishing Company.) HAVANA, Feb. 16 .- (New York World Ca-8 p. m ..... 44 blegram-Special Telegram.)-Passengers on the steamship City of Washington saw the explosion on the Maine and heard a shot at 9:25 last night. It might have come from anywhere. After a ten seconds interval they felt the City of Washington jump, and saw a volcano of fire and showers of berths. bodies, iron and guns. The explosion raised these things up and then the Maine plunged diagonally to the bottom. It settled slowly, The night was hideous with the cries of men NEW YORK, Feb. 17 .- A dispatch to the in ageny, "God help us-God help-helphelp," was shricked from hundreds of threats. It was very dark. After the first shot the passengers of the City of Washington had time to go to the portholes before the great explosion occurred.

Other witnesses who were looking at the Maine say they first saw flames without noise shooting high from the center of the ship. Then came the explosion after an interval sufficient to say: "My God, the Maine's blown up." All agreed that the Maine was raised almost out of the water and that it went partially to pieces.

Brass pipe, angle iron, etc., fell in a shower on the decks of the City of Washingthey were useless. The City of Washington lay at anchor 300 feet from the Maine.

CRIES OF ANGUISH. 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, dld not stop to offer aid. The officers of the ship say the explesion was in the central magazine. The theory of a central explosion agrees with the ton. All but the surgeon were talking in the ward room of the Maine at the moment of the explosion. Then came the stupendous

All knew the war ship was gone at the first instant. The common impulse was to lower boats and save life. All the officers below rushed on deck, but could get no further forward than the middle superstructure on deck. All agree that a double explosion occurred, from the natural result of an underwater explosion of the magazines. About twenty men in the quarter watch vere almost all blown into atoms. Only a few, pitiable few, of the 300 jackles ever got up from below. The water rushed over them and many were stunned and drowned, but not mangled. The officers on deck narrowly escaped. In the junior officers' mess all had to clamber out through water and

shock, hurling articles about in all direc-

anchor officers would have been blown to

wreckage waist deep. One ladder from the

after torpedo compartment was somered

with men struggling up for life. It is a

sure thing that the amidship principal mag-

azine did not explode. Otherwise all the

MOVING THE INJURED The Spanish marine corps is actively engaged in moving the injured soilors to San Ambrosio hospital. The victims are being collected from the Alphonso XII, from the Machina and from the City of Washington. There were some awful cases of laceration on board the Machina.

Altogether fifty-nine sailors are saved. The others are now sleeping under Havana harbor. The number of officers known to be saved is twenty-four out of twent; six. The total loss will surely reach 253 lives.

Havana is stirred to its depths. Epanlards of all classes seem sincerely sorry. Palace officials and Captain General Blanco express great sorrow.

The wounded men bear their agony like men of steel. One sailor with his leg bones visible through the pulp of lacerated flesh said: "Hurt? Yes; but do you think I'll show it?"

The explosion shook the city it roughout and extinguished all the light; within seven squares of the water front.

The Maine's magazines were reported locked last night at 8 o'clock and the keys are yet hanging in Captain Sigsbee's cabin on the Maine.

Captain and officers are very hankful to the Spanish officers for their extreme y prompt assistance. Whatever the primary cause of the disaster, it is certain that the Maine's forward magazine exploied and tore more than 200 sailors above it into SYLVESTER SCOVEL. shreds.

GIVES OUT ROSTER OF THE CREW.

iames of the Men with Their Place of Birth.

WASHINGTON, Feb. 16 .- The Navy department this afternoon compiled and gave out a full list of the men on the Maine, with