the place of birth, for the purpose of local identification. It is as follows:

Adams, John T. Maryland.
Alken, James P. Edinburgh, Scotland.
Allen, James W. Porismouth, Va.
Anderson, John Liverpool, England.
Anderson, Oscar, Sweden.
Anderson, Chafles, Norfolk, Va.
Anderson, Chafles, Norfolk, Va.
Anderson, Gustaf A. Sweden.
Anderson, John, Norway.
Anderson, Asel C. Copenhagen, Denmark,
Andrews, Frank, Chemung, N. Y.
Anfindsen, Abruham, Norway.
Auguland, Bernhard, Osterwell, Sweden.
Auchenbach, Harry, Sheridan, Pa.
Awo, Firsanion, Japan.

Barry, Lewis L., Halifax, N. S.
Harry, John P., Kerry, Ireland,
Baum, Henry S., Cincinnati, O.
Becker, Jakob, Messen, Germany.
Hell, John P., Alexandria, Va.
Bergman, Charles, Westervick, Sweden,
Blomberg, Fred Chicag., Ili.
Bloomer, John, H., Portland, Me.
Bookbinder, John, Brooklyn, N. Y.
Boll, Fritz, Brandenburg, Germany,
Boyle, Daniel G. W., Philadelphia, Pa.
Bonner, Leon, Matta.
Brinkman, Henrich, Oldenberg.
Brofeldt, Arthur, Finland.
Burns, Adolph C., Baltimore, Md.
Bullock, Charles H., Pinebush, N. Y.
Burns, Edward, Boston, Mass.
Burkhardt, Rebert, Germany,
Butler, Frederick F., Harrison, N. J.

Cahill, Francis D., Salem, Mass.
Caine, Thomas, Portsmouth, Va.
Cameron, Walter, Providence, R. I.
Carr, Herbert M., Philadephia, Pa.
Cauffield, William R. D., Marserrance. Marseilles.

France.
Ching, Suke, Japan.
Christinson, Cerl A., Bergen, Norway.
Christianson, Karl, Sweden.
Clark, Thomas, Cleveland, O.
Cochrane, Michael, Cork, Ireland.
Cole, Thomas M., Philadeiphia, Pa.
Coleman, William, New York.
Coleman, William P., Petersburg, Va.
Conroy, Anthony, Gaiway, Ireland.
Cosgrove, William, Buffalo, N. Y.
Cronin, Daniel, New York.
Curran, Charles, Ireland.
D.

D. Dahlman, Berger, Sweden, David, George, Malta, Dennig, Charles, Allentoxn, Pa. Donoughey, William, Londonderry, Ire

and.
Dolon, John. St. Johns, N. F.
Drury, James, New London, Conn.
Dressler, Gustav J., Germany.
Durckin, Thomas J., Corning, N. Y.
Edler, George, New York. E.

Elrmann, Charles F., Eberbach, Germany, Erickson, Andrew V., Helsingborn, Sween. Ette, John P., Rechester, N. Y. Evenson, Carl, Norway.

Fadle, Charles F., Elizabeth, N. J., Falk, Randolph, Konlg-burg, Prussia, Faubel, George D., Brooklyn, N. Y., Fewer, William J., St. Johns, N. F. Fever, William J., St. Johns, N. F.
Finch, Truble, Raleigh, N. C.
Fisher, Frank, Ann Arbor, Mich.
Fisher, Alfred J., Newport, England,
Flaherty, Michael, Ireland,
Fleishman, Lewis M. Baltimore, Md.
Fynn, Michael, Dublin, Ireland,
Flynn, Patrick, Waterford, Ireland,
Flynn, Patrick, Waterford, Ireland,
Fox, George, Chicago,
Fougere, John, Arichat, N. S.
Fougere, John, Arichat, N. S.
Foutain, Bartley, Quebee, Canada,
Franke, Charles, Wilsonhausen, Germany,
Furiong, James F., Logansport, Ind. G.

Gaffney, Patrick, Kendue, Ireland.
Gartzell, William M., Washington, D. C.
Gardner, Frank, Matawan, N. J.
Gardner, Thomas J., Brocklyn, N. Y.
Gorman, William H., Ibiladelphia, Pa.
Gerdon, Joseph F., Portsmouth, Va.
Graham, James A., Brooklyn, N. Y.
Graham, Edward P., Jersey City, N. J.
Grady, Patrick, Ireland.
Greer, William A., Green Point, N. Y.
Griffin, Michael, Dublin, Ireland.
Gross, Henry, New York.
Grupp, Reinhardt, Montpeller, Wis.
H. 11.

Haliberg, Alfred, Hanon, Sweden, Haliberg, John A., Guitenburg, Sweden, Hallberg, John A., Guitenburg, Sweden, Hamberger, William, Jersey City, N. J. Hamilton, Charles A., Newport, R. I. Hamilton, Charles A., Newport, R. I. Hamilton, John, Cauandalgua, N. Y. Hamilton, John, Cauandalgua, N. Y. Hamilton, William C., Trey, N. Y. Harris, Westmore, Charles City, Va. Harris, Westmore, Charles City, Va. Harris, Millard F., Boston, Harley, Daniel O'Conneil, Philadelphia, Harley, Daniel O'Conneil, Philadelphia, Harley, Thomas J., Dungarven, Ireland, Hassel, Charles, Saba, W. I. Hauck, Charles, Brocklyn, N. Y. Hawkins, Howard B., W. Eay City, Mich, Heffron, John, Freemanstown, N. J. Henkes, Robert R., Cincinnati, Herbert, John, Brooklyn, N. Y. Herriman, Benjamin, St. Marys, Md. Herness, Alfred B., Thromjen, Norway, Holzer, Frederick, New York, Holm, Gustav, Horton, Norway, Holland, Alfred J., Brooklyn, Lora, William J., Willehall, N. Y. Hough, William L., Philadelphia, Hutchings, Robert, Norfolk, Va. L. Ishilda, Otogira, Yokohama, Japan

Ishida, Otogira. Yokohama, Japan. J.

Johnson, Charles, Frederickstadt, Ger-Johnson, John W., Rahway, N. J. Johnson, Peter, Sweden. Johnson, Alfred, Sweden. Joinson, Alfred, Sweden,
Johnson, George, Abington, Md.
Johansen, Peter C., Denmark,
Jones, Thomas J., Brooklyn,
Jectson, Harry, San Francisco,
Jenks, Cariton, Farmbridge, Ill.
Jernee, Fred, New Brunswick, N. J.
Just, Charles F., Charleston, S. C.

K.
Kane, Joseph H., Worcester, Mass.
Kane, Michael, Mansfield Vailey, Pa.
Kay, John A., Jersey City, N. J.
Kelly, John Brooklyn.
Kelly, Hugh, Sligo, Ireland.
Kesskull, Alexander, Germany.
Keys, Harry J., Elisworth, Ind.
Kinstrom, Fritz, Sweden,
Kinsty, Frederick E., New Haven, Conn.
Kinzella, Thomas F., Brooklyn, N. Y.
Kliogata, Yukishi, Japan. Kingath, Taomas F., Brooklyn, N. 1 Klogath, Yukishi, Japan, Knelse, Frederick H., Troy, N. Y. Korbeler, George W., Brooklyn, N. Y. Kranyak, Charles, England, Kruse, Hugo, New York, Kushida, Katsusaburo, Japan.

Rushida, Katsusaburo, Japan.

Laird, Charles, St. Johns, N. B.
Lambert, William, Hampton, Va.
Lanahan, Michael, St. Louis,
Lancaster Luther, Fredericksburg, Va.
LaPierre, George, Montreal, Canada,
Larsen, Peder, Bergen, Norway,
Larsen, Martin D., Denmark,
Laxier, Edward, Fall River, Mass,
League, James W., Annapolis, Md.
Lee, William, Battleborough, Mass,
League, James W., Annapolis, Md.
Lees, Samuel, New York,
Leupold, Gustav, Schleswig, Germany,
Lewis, John B., Baltimore,
Lewis, Daniel, Albemaris, Va.
Lieber, George, New York, N. Y.
Load, John B., Londen, England,
Lohman, Charles A., Sveden,
Lorengen, Jorgeng, Denmark,
Louden, James W., New Kent, Va.
Lowell, Clarence, Bath, Me.
Lund, William, Finland,
Lynch, Matthew, Lowell, Mass,
Lynch, Bernard, Brooklyn, N. Y.

Mack, Thomas, Brooklyn, N. Y. (Malone, Michael, Limerick, Ireland, Marshall, John E., Henderson, Ky. (Marshen, Benjamin L., Jersey City, N. J. (Matensen, Johan, Sweden,

Liver and Kidney Troubles and Palpitation of the Heart-Appetite Poor and Could Not Sleep.

"For nearly 10 years I have been troubled with my liver and kidneys and palpitation of the heart, and was under the doctor's care most of the time. I could not lie on my left side. My appetite was poor and I could not sleep. In January the grip confined me to the house. I was very low and was attended by the very best physicians I could get. It seemed as though nothing would belp me. In March I began taking Hood's Sarsaparilla. In less than a week I could get a good night's sleep. I continued taking Hood's Sarsaparilla and I am now able to lie on my left side which I had not been able to do for years. My appetite is good and I have gained in flesh and strength." MRS. NICHOLAS MAAS, Independence, Iowa. Remember

Hood's Sarsaparilla Is the Best-in fact the One True Blood Puri-Ser. All druggists. \$1, six for \$5. Get Hood's. Hood's Pills table and beneficial 26c. Mason, James H., Haverstraw, N. X.
Mattsen, Edward, Sweden,
Mattson, William, Canada,
Mattson, Carl, Christiania, Norway,
Matza, John, Watertown, Wis,
Melistrup Elmer M., Osage, Mich,
Melville, Thomas, New York, N. Y.
Merz, John, Brooklyn, N. Y.
Merz, John, Brooklyn, N. Y.
Merz, George, Chent, Belgium,
Miller, George, Ghent, Belgium,
Miller, George, Ghent, Belgium,
Miller, William S., New York,
Mobies, George, Cephalonia, Greeca,
Moore, Edward H., Charles City, Va.,
Monfort, William, Sidney, Ia,
Morfmiere, Louis, Havre, France,
Moss, John H., Oxford, N. C.
Mudd, Noble T., Prince George, Md.
Murphy, Cornelius, Cork, Ireland,
McCanu, Harry, Vallejo, Cal.
McGongie, Hugo, Ireland,
McManus, John J., Davenport, Ia,
McNair, William, Pittsubrg, Pa.
McNiece, Francis J., Charlestown, Mass,
N.

Negamine, Tomekishi J., Japan, Nelison, Sophus, Odense, Denmark, Nelison, John C., Denmark, Nolan, Charles M., Hoston, Mass, Noble, William, Ireland.

Ohye, Mas, Japan.
Ordine, Gustav C., Cincinnati.
O'Conner, James, Ireland.
O'Hagen, Thomas J., New York.
O'Nelli, Fatrick, Ireland.
O'Regan, Henry H., Boston.

Paige, Frederick, Buffalo.
Palmgren, John, Helsingberg, Sweden.
Panck, John H., Lynchburg, Va.
Perry, Robert, Mobile, Ala.
Phillips, Francis C., Rochester, N. Y.
Pilcher, Charles F., Mt. Pleasant, Mich.
Pinkney, James, Annapolis, Md.
Porter, John, Cavan, Ireland.
Powers, John, Cork, Ireland.
Price, Daniel, Stoneham, Mass.

6. Q.

Quigley, Thomas J., New York, Quinn, Charles P., Waltham, Mass, n.

R.

Rau, Arthur, Stettin, Germany.
Reden, Martin, Turngen, Norway.
Relly, Joseph, New York.
Rilley, John W., Newport, R. I.
Richards, Walter E., Philadelphia.
Rieger, William A., Newark, N. J.
Rissing, Newell, Jersey City, N. J.
Robinson, William, New Brunswick, N.
Rose, Peter, Kristianstadt, Sweden,
Rowe, James, Tattenham, England,
Rusch, Frank, Dantiz, Germany,
Rushworth, William, Burnley, England.

Safford, Clarence, Keene, N. H.
Salmin, Michael E., Brocklyn, N. Y.
Schwartz, George, Hanover, Germany.
Schroeder, August, Brooklyn, N. Y.
Scott, Charles A., Orange, N. J.
Soully, Joseph, Baltimore, Md.
Seery, Joseph, Baltimore, Md.
Selers, Wafter S., Cambersburg, Pa.
Shea, Jeromah, Haverhill, Mass.
Shea, Jeromah, Haverhill, Mass.
Shea, Patrick J., Kerry, Ireland.
Shea, Thomas, New York.
Shea, John J., New York.
Shea, John J., New York.
Shea, Orange, N. J.
Shea, Chombergham, Shea, John J., Chicago, Ill.
Simmons, Alfred, Petersburg, Va.
Smith, Carl A., Hamburg, Germany,
Smits, Nicholas J., Lynchburg, Va.
Stevensan, Nicholas, Norway.
Suglsakl, Isa, Japan.
Sutton, Frank, Galveston, Tex.
Suzuki, Kashotora, Japan.
T.

Talbot, Frank C., Bath, Me.
Teackle, Harry, New York,
Tehan, Daniel J., Rochester, N. Y.
Thempson, William H., Philadelphia,
Thempson, George, Ionian Islands, Greece,
Tigges, Frank R., Oelde, Germany,
Tinsman, W. H., Susquehanna, Pa.
Todoresco, Constantin, Ibrial, Roumania,
Coppin, Daniel G., Washington, D. C.
Troy, Thomas, Waterbury, Coun,
Tuhoey, Martin, Clare, Ireland,
Turpin, Joan H., Smithfield, Va.
W. W.

Walsh, Joseph F., Boston, Mass, Wallace, John, Lowell, Mass, Warren, John, Randolph, N. C. Waters, Thomas J., Philadelphia, Webber, Martin V., Bar Harbor, Me Waters, Thomas J., Palladesphia,
Webber, Martin V., Bar Harbor, Me.
White, Charles O., Georgetown, P. E. I.
White, John E., New York,
White, Hobert, Portsmouth, Va.
White, Robert, Portsmouth, Va.
Wickstrom, John E., Helsigford, Finland,
Williams, James, St. Thomas, W. I.
Williams, Henry, Elizabeth City, N. C.
Wilson, Athort, Stockholm, Sweden,
Wilson, Robert, Glasgow, Scotland,
Wagner, Frederick, Wilkesbarre, Pa.
Willis, Alonzo, Keyport, N. J.
Wilbur, Benjamin R., Philadelphia,
Wilbur, George W., Red Bank, N. J.
Ziller, John H., New Brunswick, N. J.
The detachment of United States marines

The detachment of United States marines ssigned to the battleship Maine, according to the muster roll of January, comprised: First Lieutenant A. W. Cattlin, First Scr-Burns, Joseph Schoon, A. H. Richter, F. G. Thompson, Drummer J. H. Dierking, Fifer C. H. Newton, Privates William Anthony, John Bennett, V. H. Beling, George Bros man, John Coffey, M. C. Downing, C. P. Galpin, C. V. German, C. E. Johnson, W. J. Jordan, E. T. Rean, Frank Kelly, G. M. Lamiette, Paul Loftus, P. A. Lesko, Joseph Lutz, John McDermott, William McDevitt, William McGuinness, Ed McKay, J. P. Lonshan, T. J. Newman, J. H. Roberts, H. E. Stock, James Strangman, E. B. Fimpany, H. A. Van Horn, R. V. Warren, R. E. Wills.

They Bear Their Sufferings with True Soldier Grit.

NEW YORK, Feb. 16 .- A special cable t the Evening World from Havana says: I have just seen twenty-nine sailers of the Maine affently enduring the torture of powder-skinned faces and bodies, broken bones and mangled flesh. They are being well cared for in the military hospital at San Ambrosio here. The less severely injured men yet on the City of Washington

The severely wounded men will have the best of attention from the men and women of the American colony. All the injured men show great grit. You cannot hear a whimper from one of the twenty-nine swathed forms in San Ambrosio hospital, for from those anywhere else.

The heavy rainfall which immediately

sllowed last night's horror still continue in a dreary drizzle. Out in the bay lies the wreck of the once proud Maine. The steel of her upper deck forward has been completely lifted and turned over on its starboard. None of the big guns in the turrets are visible. The Maine is slightly listed to port, and all forward of the mas sive cranes for unloading ship's boats has completely disappeared. The big funnels lie flat upon the twisted and gnarled iron braces and pieces of steel deck. From the funnels aft the ship seems to be intact. It

the water just below them.

Most, if not all, the bodies will be re covered. Two bodies were recovered this orenoon. The authorities cay they are those of Lieutenant Jenkins and Assistant Engineer Merritt. A vigilant lookout is being kept for bodies. Out of fifty-nine injured not over four are likely to die. All but five officers will go today to Key West. All the slightly wounded and all the able-bodied men will go also, with the exception of a few who will be kept here to identify bodies when they are secured by the divers officers remaining will stop at the Hotel

Inglaterra.
The following sailers are in San Ambro- All but three will live. One man could of give his name; Dan Crcnin, New York. William McGinnis, Boston, John Soffey, Boston. A. Hallen, Brooklyn. James Rol, New York. Francisco Cabill, Massachusetts. Joe Koena, Boston. Fred Gewiee, New Brunswick, N. J. Charles A. Smith, Norway. Jeremiah Shea, Norway. Alfred Herns, Norway H. Bloomer, Portland Alfred Johnson, Sweden.

Edward Malaon, Sweden. George Ford, Grand Rapids, Mich. B. R. Wilbur. E. Ericson, Sweden. John E. White, Brooklyo. John Heffron, Brooklya. Fred C. Holzer, New York. William Matteson, Bay City, Mich. W. Allen, Brooklyn.

Sigsbee Proud of His Vessel. ST. LOUIS, Feb. 16.-L. P. Sigsbee, prother of Captain Charles D. Sigabee, comnander of the Ill-fated battleship Maine,

"Captain Sigable is 52 years of age and is the father of five children. He was married to a daughter of General Lockwood of Washington, who was in command of Baltimore be in duty bound to during the war. His eldest daughter recently married Ensign Vitellet, who is now a summary manner."

attached to the dispatch boat Dolphin, now "Captain Sizebee was the proudest man in

the navy when placed in command of the Maine, and the men were simply in love with their vessel. Last summer it was my Omaha People Wait Patiently for More good fortune to spend a month with him on the Maine off Fisher's island, and I can truthfully say it was one the most idyllic Definite Information. periods of my existence."

BLOWN UP BY FLOATING TORPEDO Captain Sigsbee Tells a Story About

the Disaster. KEY WEST, Fla., Feb. 16.-The correspondent of the Associated Press has been assured in a reliable quarter that Captain Sigabee is under the impression that the war ship Maine was blown up by a floating torpedo and that he has communicated his impressions to Washington, asking at the same time that the Navy department should send naval engineers and mechanics to investigate the explosion.

STORY OF SURVIVING OFFICERS.

Magazines Closed at 8 O'Clock and Keys Given to Captain. BAVANA, Feb. 16 .- (On board the Ward live steamer City of Washington.)-One of 8 o'clock last night all the magazines on board the battleship Maine were closed and that the keys had been turned over to Captain Sigsbee, its commander. The explosion occurred at 9:45 p. m. The officer then rushed on deck and assisted in lowering a boat and trying to rescue the men in the water. The Spanish cruiser Alfonso XII, which was anchored close to the Maine, also lowered its boats and saved thirty-seven of

the crew of the American war ship." Another officer said: "I was sitting with two more officers in the messroom when a tigation possible should be made at once heavy explosion occurred. It was so heavy and that if it was found that the calamity that we understood the ship would be lost and we went on the upper deck and found it had been badly wrecked by an explosion, edged and maintained. had been badly wrecked by an explosion, that it was on fire and sinking. All efforts were directed toward lowering the boats and saving lives. The Maine settled quickly on the bottom of the harbor only its upper works remaining above the water. A number of boats from the Spanish war ship Alfonso XII, and boats from the Ward line steamer City of Washington came alongside and rendered assistance. Twenty-four men, who were slightly wounded, were carried on board the City of Washington and the rest of the wounded were carried on board the Alfonso XII, from which place they were taken to other quarters, and after receiving valuable assistance from the naval

doctors, sent to the hospitals."

This officer said the explosion occurred somewhere in the forward part of the amid-ship section of the battleship. Macy of the crew, who were below at the time, were unable to escape, and those who succeeded in reaching the upper decks saved their lives with great difficulty with the assistance of the officers and men on watch.

At 2 o'clock in the morning, while the cor-respondent of the Associated Press was going achore, there was another terrible ex-plosion. At the same time boats from the Spanish steamers Colon and Mexico were aking eight wounded men ashore after havng saved them from the water. Up to 2 a. m. fifty-seven men and twenty-

our officers had been accounted for. Paynaster Ray said that last Sunday there were 54 men on his list all told. Lieutenant Jenkins and Assistant Engineer Mecritt are among those uncounted for Lieutenant explosion.

Some of the wreckage of the Maine fell on board the City of Washington and knocked two holes in its deck. The chaplain of the Maine, Rev. Mr. Chadwick, went on board the Alfonso XII in order to administer to the wounded. Captain Sigsbee in-formed the correspondent of the Associated Press that he could not make any stateinvestigation. A Spanish naval officer said Captain Sigs-

bee was the last man to abandon the sinking ship and that he remained alongside the wreck as long as it was possible to do afterwards Captain Sigsbee left the Maine, after doing everything possible under the circumstances and went on heard the City of Washington. He refused to grant any

interviews on the subject of the disaster. There is no truth in the report that Gen-General Blanco for his offer of assistance. The large number of deaths reported among the crew of the Maine is said to be due to the fact that most of them were asleep be-INJURED ARE ALL WELL TREATED. City of Washington, It is reported that he disaster was due to the explosion of the baller of the dynamo machine.

The Spanish cruiser Alfenso XII was for stime after the explosion in great peril and its mooring tackles were slacked away and it was anchored at a greater distance from the burning war ship. It then lowered its boats and took part in the work of rescue usu! General Lee's cablegram to the United States State department, which was alled at 12:30, was carried to the palace Vice Consul Springer as an act of courtesy. The first of the American sailors to reach Machina wharf swam there.

mmediately on duty.

The following is a list of those who were emporarily cared for at the Machina wharf: Thomas Androsky, burned about the arms. Gatrell, slightly wounded on one foot John Mair, seriously burned about arms

navy fire brigade and the navy officials were

and face. A. Pau, wounded on head. John Londay, burned, and four more whose names are not known. Stretchers for the use of the wounded were ent to the scene by the fire brigade and the cadquarters of the Red Cross society was alled upon to send four stretchers and men

smokestacks of the Maine fell at 11:30 p. m. The sailors who escaped fell senseless just the sail the sail seems to be intact. It the Maine's officers, who is being cared for at the sailtery headquarters, is seriously wounded. He is very young and is believed to have been the officer or many that the sailtery headquarters is seriously wounded. He is very young and is believed to have been the officer or many the officers. It is too had that such a progress. noon that only ninety-seven of the crew of the Maine had been saved.

> WOUNDED ARRIVE AT KEY WEST. Sailors Say the Explosion Was Caused by Outside Influence. JACKSONVILLE, Fla., Feb. 16 .- A special

> to the Times-Union and Citizen from Key West says: The steamship Olivette arrived here to night with a large number of the wounded and many other survivors of the Maine disaster. The officers were, as a rule reti-cent and followed in line with their chief, Sigsbee, in saying that the cause of the explosion could only be ascertained by divers, but many of the sailors were outspoken in their declaration of the belief that the explosion was a deep laid plot of the

> They are greatly incensed against the Havana people, who have shown them small courtesy, who looked upon their presence as a national affront and who have published anonymous circulars captioned, "Hown with Americans." They believe that the author of such expressed and cowardly hatred would not stop at an act of such terrible vengeance as the blowing up of the Maine. These sailors, acquainted with the drills discipline and ensemble of a man-of-war, pech-pool the idea of an internal explosion as the last thing to be thought of.

Charges It to Treachery. MINNEAPOLIS, Minn., Feb. 16.-Senator Butler of North Carolina, now in Minneapolis, is inclined to view the loss of the

"The act of blowing up a vessel in that manner would appear to many of the Span-lards as a noble dead and the author would he a hero," he said. "But, of course, the Spanish government has no connection with it. If it is shown that the explosion was not accidental the Spanish government would be in duty bound to disavow any connection with it end punish the author or authors in

LOCAL INTEREST IN DISASTER

COUNCIL BLUFFS MEN ON THE VESSEL feature which, fortunately, the service is rarely compelled to witness."
One of the first vessels of the pavy which

William Monford and John McManus Able Seamen Among the Crew-Engineer's Merritt Well Known Herenbouts.

Spanish hands had something to do with the diseater, but on the whole the matter was taken very quietly and the predominant sentiment was of sincere regret at the appalling loss of life. It was the general disposition to wait for a more thorough explanation before placing the blame for the accident, and the later news was looked for the officers of the Maine said today that at with the most intense interest. As Omaha people are not familiar with the details of the construction and management of a battleship, they were not able to discuss the probabilities of its cause, except in a very general way. While some were disposed to believe that it was not altogether an accident, the more general expression was that there was no adequate reason for consider-ing it anything else, unless future investigations should furnish one. It was generally contended that the most thorough inves-

> EXPERTS DISAGREE. City Electrician Schurig is one of the few residents of Omaha who can speak with familiarity of naval affairs. He was formerly in the naval service and inspected come of the construction of the Maine. His knowledge of the vessel leads him to believe that such an accident as the explosion of either of the magazines would be practi-cally impossible. He says that the supposition that the calamity was caused by care-less fundling of explosives is ridiculous, as the high explosives are never handled except when the ship is in action. At other

azines of the Maine were air-tight and protected by a double wall of steel.

Gas Inspector Gilbert has kept pretty close track of naval affairs, as he has a son in the service, and he says that what he knows of the construction of a battleship is sufficient to convince him that such an

times they are carefully isolated, and the arrangements of the modern magazines are such that an explosion would be impossible

under the conditions that existed. The mag-

explosion could not occur by accident. Ex-City Engineer Howell was formerly connected with the navy and he inclines to the view that the catastrophe was caused by an explosion of gun cotton. He differs with Mr. Schurig in regard to the possibility of accident, as he thinks that circumstances might occur which would result in such an explorion as the one that wrecked the Maine. The Bee's Washington correspondent tele-graphed last night: "Amon Bronson, naval among those uncounted for Lieutenant graphed last night: "Amon Bronson, naval Blandin was on watch at the time of the cadet on board the ill-fated Maine, reported to be missing this afternoon, but now reported safe, is a Nebraska boy, having been appointed to Annapolis by ex-Congressman Hainer of Aurora. He entered Annapolis September 36, 1892.

INTEREST IN COUNCIL BLUFFS. The disaster came closer home in Council Bluffs owing to the fact that two well known young men of that town were aboard the ments regarding the disaster until after an vessel in the capacity of sailors. They were investigation.

William Monfort, son of R. T. Monfort, who been May 2.

cral Fitzhugh Lee and Vice Consul Springer McManus made his home during the have called at the palace to thank Captain greater part of the time he was here with his uncle, John F. Murphy, 927 Avenue H, who is an engineer on the Northwestern railway. He was a brother of Mrs. Rawlings, Harrison street. Father McManus, low at the time of the explosion. Most of a Catholic priest of Denver, is also his the officers saved were dining on board the brother. The young man's term of enlistment would have expired in July, and he was making preparations to return to this city Miss Murphy, his cousin, has received let ters from him regularly since he arrived in Havana. The last was received two days ago. His letters show that he is a very bright young man and able to give taining accounts of his experiences and observations on shipboard.

The last letter received from young Mon fort was dated February 8. In this and other letters he has written he refers to a mesamate who has asked him not to give his name when writing to Council Bluffs for fear his parents, who live in Omaha, should learn that he is in the navy.

ABOUT ENGINEER MERRITT. Darwin Merritt, the assistant engineer, and one of the two officers lost, was also well known here, although his home was in Red Oak. He was appointed by Congress man Thomas Bowman in 1891 as a cadet a Annapolis. He was an extraordinarily bright young man, and at his preliminary examina-tion here stood far above all of his competitors. When examined by the board at Annapolis he passed without difficulty. He was graduated last summer with the honors of his class, and was assigned for his firs service to the battleship in the capacity of ere sent to patrol the scene of the disaster assistant engineer. "His death is not only and pick up the dead and wounded. The calamity to his friends, but to the country, said ex-Congressman Bowman last evening The sailors who escaped fell senseless just of the was one of the brightest and most as they reached a place of safety. One of promising young men in the navy. I natunded. He is very young and is believed progress. It is too bad that such a bright to have been the officer on guard at the time young man should perish at the very beginned the disaster. He is said to have asked ning of a career that gave such brilliant for a priest. It was caid ashore this afterpromise."

The report that Rupert, another seaman, whose home is in Red Oak, was on board the vessel could not be confirmed. A man and a woman who said they were the parents of the young man were in the city yesterday morning making inquiries, but nothing further has been heard from them.

RECALLS DISASTER IN SAMOA Only One Which Compares with the

Present One.
WASHINGTON, Feb. 16.—The only parallel to the Maine horror in the history of the United States navy was the great Samoan disaster in March, 1889, when four officers and forty-six men of the Pacific coast squadron lost their lives in a hurricane which swept the Karbor of Apia, Samos, and surrounding waters March 15 and 16. When this hurricane stasted there was in the harbor of Apia the fellowing men-of-war: The S. S. Trenton, Vandali, and Nipsic; the British ship Calliope and the German vessels Adler. Olga and Eber and a few merchant ships and small craft. Admiral Kimberly, commanding the naval forces, mide the department a long report on the disaster, in which he showed that notwithstanding the utmost efforts of the officers and men and a display of the most expert seamanship, the Vandalia and the Nipsic were wrecked on a reef. The Vandalia lost four officers and reef. The Vandalia lost four officers and thirty-nine men; the Nipsic seven men and the Olga one man, whose head was smashed by an accident aboard ship. The admiral's report showed that the Adler had been thrown high up on a reef and was careened on its side; that the Olga had been beached in a good position. He said the Eher was nowhere to be seen and reported that the Cellions having appropriate that the Callione, having successfully run out of the harbor during the beginning of the storm, b.d returned showing signs of having ex-

perienced heavy weather. In reporting on the disaster, Admiral Kimberly said: WASHINGTON, Feb. 15 .- (Special Tele and never left the bridge. He was ably sec- | months.

cers, who did all in their power to save the ship. In fact, so far as I could observe, all the officers behaved extremely well under the trying circumstances and performed their duties cheerfully, effectively and as well us could be desired. This disaster I classify among the incidents and accidents inseparable from the prosecution of duty. Its mag-nitude, however, gives it a distinguishing

went down with all on board was the frigate Insurgent, last heard from in July, 1800. The brig Pickering disappeared about the same time. Which perished first, and the manner of their fates, no man knows; they simply went down and left no sign. The famous sloop-of-war Wasp was last heard from in September, 1814. Her fate, too, is forever a mystery. As the United States was at war versation in Omaha yesterday. When people read the first meager dispatches in the morning their first thought was naturally that the state of the sea, had some state of the ladian appropriate the sea, had some some state of the ladian appropriate to the ladian appropriate the sea, had some state of the ladian appropriate to the ladian appropriate ladian appropriate to the ladian appropriate ladian went down and left no sign.

"The two proud sisters of the sea In glory and in doom"were long watched for and hoped for, but no tidings of the fate of either ever came to waiting ears. Old people still recall that in the days of their youth, when the sound of salute was heard in a seaport, the question would be raised: "It is the Hornet, come

the China seas: the sloop of war Albany, which sailed from Aspinwall for New York about the same time, and never reached home; and the Levant, which, seen some home; and the Levant, which, seen some time in 1860 sailing into a fog bank in the Pacific, has never reappeared, though her name was kept on the navy list until 1862. The mist of death and silence was wrapped around her and never has been dissipated It was on board the Levant that Dr. Hale made "The Man Without a Country" die, a clever way of adding more vraisemblance to that wonderful narrative, since there were people who immediately said there always was something odd about the movements of the Levant, and as no one survived the ship, time be gainsaid.

The fate of all of our naval vessels lost since the war is a matter of record. The Bay of Bengal soon after the close of the re-bellion; no lives were lost. The storeship Fredonia was cast upon the Peruvian coast by a tidal wave in 1868, and many perished. The gunboat Suwanee was wrecked on an uncharted ledge off the coast of British Columbia, July 9, 1868. The sinking of the Oneida, with many of her officers and crew, by the mail steamer Bombay, January 23, 1879, was a disaster and almost a crime, since the sinking ship was left to her fate by the vessel that had collided with her. In 1870 the Saginaw was lost on Ocean Island, in the Pacific. June 17, 1875, the Saranac was gored by a sunken rock in the north Pacific. November 24, 1877, the Huron was lost on the coast of North Carolina, ninety-eight officers and men perishing.

BUILDING NUMEROUS WAR SHIPS. Uncle Sam Has a Strong Fleet in

Course of Construction. WASHINGTON, Feb. 16 .- The progress report of the naval construction bureau shows that the twin battleships Kearsarge and Kentucky are more than half complete, the exact figure being 55 per cent. The same company which is building them at Newport News has the battleship Illinois 41 per cent advanced toward the end. Cramp has done William Monfort, son of R. T. Monfort, who lives at 748 Washington avenue, and John McManus, whose sparents now reside in Davenport, but who has made his home with relatives in Council Bluffs for a number of the work of the work accomplished on the last of the battleships,

wreck as long as it was possible to anything in the work of rescue.

Soon after the explosion Chief of Police service during the summer of 1895 at the Piagliery went on board the Maine with an Piagliery went on board the Maine with an advanced to the rank of able seamen. Montangle of the summer of the seamen to the muster roll of Jabuary, Company of the first Lieutenant A. W. Cattlin, First Sergeant Henry Wagner, Sergeants Michael
Machan and J. W. Brown, Corporals J. R.

American correspondent to act as interadvanced to the rank of able scamen. Monfinished. The submarine of finished. The submarine in about the same condition, namely,
norance of the cause of the explosion. Shortly
Brothers and J. C. Bixby. He was in the

66 per cent near the finish. Of the small east a short time before he enlisted in the fry, the torpedo boats, some are very nearly naval service. He is 25 years old, and in the ready for trials. On the Pacific coast Moore last letters he wrote to his parents he spoke & Bros., at Seattle, place the condition of of returning home after the completion of the 26-knot Rowan at 90 per cent; Herreshoff of returning home after the completion of his term of enlistment, which would have has the 20-knot Talbot 99 per cent advanced; the 20-knot Gwin 85 per cent and the Rod-gers at the Columbia Iron works at Baltimore is set down as 85 per cent finished. The others range all the way down to nothing, which is the official record of work acomplished on two 30-knot boats, one in the hands of Wolff & Zwicker, and the other with the Gas Engine and Power company.

Tender Steamers to Government. NEW YORK, Feb. 16 .- S. M. Booth of the Ward line sent telegrims to President Mc-Kinley and Secretary Long today placing at their disposal the steamship City of Washington, now in the city of Havana, and the Vigilance, now enroute to Havana, for any purpose and for as long as desired.

MORRILL IS AGAINST ANNEXATION.

Venerable Vermont Senator Discusses the Hawaiian Treaty.

WASHINGTON, Feb. 16.-Senator Morrill of Vermont occupied the entire time of the executive session of the senate today with a speech opposing the ratification of the Hale said that it was the policy of the ap-Hawaiian annexation treaty. The speech was propriations committee to make an annua intended to show that the annexation of the expenditure of \$1,000,000 for fortifications intended to show that the annexation of the Hawaiian islands would be against good policy and the traditions of this country. He had always stood against the acquisition of distant lands, and was still opposed to that policy as one calculated to undermine the integrity of the republic.

News for the Army. WASHINGTON, Feb. 16.-(Special Telegram.)-The following transfers are made in the Thirteenth lufantry: First Lieutenant William M. Hughes, from Company I to Company H; First Lieutenant Abraham P. Buffington, from Company H to Company I. The following transfers, to take place March 1, 1898, are made in the Sixth cavalry: First Lieutenant James A. Cole, from Troop C Troop F: First Lieutenant Charles D. Rhodes, from Troop L to Troop C; First Lieutenant Francis C. Marshall, from Troop F to Troop L. Lieutenant Rhodes will join the troop to which he is transferred July 1,

The following transfers are made in the First infantry: First Lieutenant Charles B. company G to Company I; First Lieutenant

First Lieutenant John H. Stone, assistant surgeon, is detailed as a member of an ex-amining board, convened at Leavenworth, vice First Lleutenant Basil Dutcher, assistant surgeon, who is hereby celieved.

Leaves of absence: Second Lleutenan William H. Simmons, Sixth Infantry, two Captain Henry L. Harris, First artillery, fifteen days.

Senate Confirms Nominations. WASHINGTON, Feb. 16 .- The senate t day confirmed the following nominations: To be consul; E. S. Cunningham of Ten

nessee, at Aden, Arabia.
Chief justice supreme court of Oklahome: John H. Burford, and Bayard T. Hainer to be associate justice.

Postmasters: Kansas, L. S. Wennsson,
Lindeborg; Missouri, J. W. Presson, Doniphan; A. Goodson, Carrolkon; J. B. Upton,
Bolivar; J. Gaston, Keytesville; J. H. Jacobs, Norborne; C. Strobach, Rolla; W. H. Garn-flo, New Madrid, Nebreska, F. W. Wake,

Genoa.

Morrill Opposes Annexation WASHINGTON, Feb. 16.—Senator Morrill occupied the attention of the senate in executive session today in a prepared speech on the Hawaiian treaty. He took positive grounds against annexation. News for the Army.

onded by his executive and navigating off- WORK FOR INDIAN CONGRESS AN INTERESTING TA

Nebraskans Hustling to Get the Committee in Line.

THINK THEY HAVE SECURED A MAJORITY

Telegrams Pour in on the Members Asking Them to Turn in and Support the Mensure.

making her escape in the gloom, appeared to be swallowed up by the sea, had some foundation and referred to the luckless crulser. The Epervier, bringing home the Americans Commodore Decatur had rescued from slavery in Tunis and Algiers, never reached port. Tradition says the ship struck on Nantucket shoals in the night and went to pieces, but no man knows. Fifteen years after the Wasp was given up as lost, her sister ship, the Hornert, disappeared. She sister ship, the Hornert, disappeared. She is believed to have foundered in a sudden sequall in the Gulf of Mexico. These two squall in the Gulf of Mexico. These two fidence in committee. Congressman Mercer ships, the Wasp and the Hornet, set about early in the lay to full the committee and in this he was assisted by Greene of the Sixth, who was asked to look after populists and democrats. Tonight it seems safe in predicting that the following members will vote for the measure in committee: Curtis, Fisher, Eddy, Stewart, Snover, Barrows, Packer, Pearce, Zenor and Little. Jones will not take part in the discussion nor will be be present when the discussion programmed to the committee. The list of vessels lost with all on board, "totally disappeared," also includes ahe Porpoise, last heard from in September, 1854, in the China seas: the sloop of mer 1854, in committee. This will reduce the v strength of the committee to sixteen, being a majority and ten members having indicated their disposition to support the measure. Lacey of Iowa continues obdurate, as does Sherman. Senator Thurston said, however, tonight that Sherman would be found all right when the time comes to act. POSTOFFICE OPENING.

Postmaster Martin of Omaha, in a letter to the department, has requested the deliv-ery of mail from sub-stations in Omaha to be made through the central office on the ground that it will expedite business. Mercer has requested the Postoffice department to conduct the distribution of mail in Omaha as prevails in large cities by detailing men to bank mail for sub-stations on railroad since the war is a matter of record. The sloop-of-war Sacramento was wrecked in the Assistant Postmaster General Heath today

notified Postmaster Euclid Martin that February 28 for opening new postoffice building was entirely satisfactory and that he might celebrate to suit himself if the government was not called upon to foot the bills.

The University of Nebraska club of Wash-

ington, composed of alumni and former atu-dents of the University of Nebraska, held their third annual reunion for election of officers Tuesday evening. The following officers were elected: Provident, David H. Mercer; first vice prosident, Cora Del Thomas; second vice president, H. W. Olmstead: gieretary, R. A. Emerson; treasurer; Charlotte Andrews; executive committee, E. C. Wiggenham, J. G. Smith, H. J. Weber, E. E. Gillespie, W. H. Wheeler. Postmasters were appointed today as fol-

lows: Nebraska-Nahum Howe at Dwight, Butler county, vice J. W. Byers, resigned; Max Mooneisen at Max, Dundy county, vice M. J. Clark, removed; Edgar Wight at Wolbach, Greeley county, vice L. M. Mulford, removed. An order was issued today removing the postoffice at Algona, Ia., from its present quarters to the building owned by Peter Purvis at a rental of \$300 per annum.

DISCUSS THE BANKRUPTCY BILL. Little Interest is Shown in the Mens-

ure by the House. with relatives in Council Bluffs for a number of years. Both young men enlisted in the service during the summer of 1895 at the service during opened in the house today, but it attracted go through the coming season successfully? little attention, the interest of the members ! being entirely absorbed by the disaster to was almost deserted, the members being congregated in the lobbies or cloak rooms discussing the accident and speculating upon its probable consequences. house adjourned Mr. Boutelle, chairman of the naval committee, presented a resolution which was unanimously adopted, expressing egret for the disaster, condolence for the families of those who lost their lives and

ympathy with the injured.

The speakers on the bankruptcy bill were hose in favor: Messrs, Henderson (rep. (dem., Tex.), and Burke (dem. Tex.); in opposition to it: Messrs. Underwood (dem., Ala.), Bell (pop., Colo.), Henry (dem., Tex.), McRae (dem., Ark.), and Cochran (dem., Mo.) SENATORS HAVE A DULL SESSION.

Devote a Little Time to Debating the

Fortifications Bill. WASHINGTON, Feb. 16 .- A discussion pon coast defenses was the interesting feature of the senate today. Many senators took the ground that the appropriations should be for the full amount of the estimates by the War department, instead of some millions less. Senators Perkins and Senatoro Stewart, Hawley, Chandler and Lodge spoke in favor of increases. Senator Teller also advocated liberal expenditures, and during his remarks made significant al-

usions to Cuba and Hawaii. In the early part of the day there was a discussion of the Kansas Pacific railroad sale, but no action was taken,

Daily Treasury Statement. WASHINGTON, Feb. 16.-Today'e statenent of the condition of the treasury shows

Available cash balance, \$219,306,425; gold reserve, \$166.457,890.

A BARBAROUS SURGICAL OPERATION

For the Cure of Piles.

Is not only intensely painful, dangerous to life and very expensive, but in the light of modern medical research and since the discovery of the Pyramid Pile Cure a surgical operation is wholly unnecessary. It Nogdes, from Company I to Company B; you have any doubt on the point kindly read First Lieutenant Richard C. Croxton, from the following letters from people who know Company G to Company I; First Lieutenant that our claims regarding the merits of the Francis E Lacey, jr., from Company B to Pyramid Pile Cure are borne out by the facts. From N. A. Stall, Ridge Road, Niagara Co., N. Y.: I received your Pyramid Pile Cure and tested it last night. It did me

more good than anything I have ever found yet, and remeber this was the result of one night's treatment only.
From Penn W. Arnett, Batesville, Ark.:
Gentlemen-Your Pyramid Pile Cure has done me so much good in so short a time that my son-in-law, Captain T. J. Klein, of

Fort Smith, Ark., has written me for your address, as he wishes to try it also. From A. E. Townsend, Benville, Ind.: I have been so much benefited by the Pyramid Pile Cure that I enclose \$1 for which please send a package which I wish to give to a friend of mine who suffers very much from From John H. Wright, Clinton, DeWitt

Co., Iil.: I am so well pleased with the Pyramid Pile Cure that I think it but right o drop you a few lines to inform you its ffects have been all that I could ask or wish. From P. A. Bruton, Llano, Tex.: Gentle-

men-The Pyramid Pile Cure has done so much good for me that I will say for the benefit of others that after using only two lays I am better than I have been for months. The Pyramid Pile Cure is prepared by The Pyramid Pile Cure is prepared by The Pyramid Drug Co. of Marshall, Mich., and it is truly a wonderful remedy for all forms of piles. So great has been the number of testimonial letters received by them from all parts of the country that they have decided to publish each week a number of such letters.

ers.
All druggists recommend the Pyramid Pile

A Beautiful Woman Declared That the Words Snoken by Her Fifteen Years Ago are Still True.



very best of health and spirits. Her words

will be found very interesting: Miss Maud Granger's countenance familiar to nearly everyone in the United States. It is a face once seen never to be forgotten. Miss Granger possesses within herself the elements of feeling, without which no emotion can be conveyed to an audience. The man of news found the lady at her home in this city and was accorded

a quiet welcome.
"Is it true, Miss Granger, that you contemplate a starring tour the coming season?"

'Yes, indeed." "Are you confident your health will per-mit such an undertaking?" A ringing laugh was the first reply to this question, after which she said:

"Certainly. It is true I have been Ill for the past two years, but now I am wholly recovered. Few people can have any idea of the train a conscientious actress undergoes in essaying an emotional part. It is necessary to put one's whole soul into the work in order to rightly portray the character. For more than a year I actually cried each night in certain passages of the part I was playing. The audience considered it art. Probably it was, but those were none the less real tears and the effect was none the less rying upon my health."
"But do you anticipate avoiding this in

the future?"
"Not in the least. I expect to have just as great a strain as before, but with re-stored health and the knewledge how to

retain it, I do not fear." "You speak of the 'knowledge of how to retain health.' Will you please explain what ou mean by that?"

"You must be aware that women, by their very natures are subject to troubles and afflictions unknown to the sterner sex. The name of those troubles is legion, but in whatever form these troubles may come, they are weaknesses which interfere with heir ambition and hope in life. thousands of noble women are today sufferng agonies of which even their best friends and relatives know little or nothing, and when I reflect upon it, I confess it makes me sad. Now all this misery arises largely from an ignorance of the laws of life or neglect to carefully observe them. I speak from the depths of a bitter experience in saying this, and I am thankful I know the means of restoration and how to re-

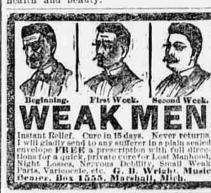
nain in perfect health." "Please explain more fully." "Well, I have found a remedy which seems specially adapted for this very purpose. It is pure and palatable and con-trols the health and life as, I believe, nothing else will. It is really invaluable, and if all the women in America were to use it, I am quite sure most of the suffering and many deaths might be avoided."
"What is this valuable remedy?"

"Warner's Safe Cure."

"And you use it?" "Constantly." "And hence believe you will be able to

"I am quite certain of it." As the writer was returning home, fell into a train of musing and wondered it all the women in this land who are suffering could only know Miss Granger's exachieved by the pure remedy she used, how nuch suffering might be avoided, and how

much happiness secured. Miss Granger is today the picture of health and actively engaged in her profesgion. The advice she gives above is valuable to all women who wish to retain their health and beauty.



Keep your friends posted About the Exposition By sending them The Daily or Sunday Bee.

AMUSICMENTS.

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nearing its 4,000 perfo Friday The Dead Heart Played by Henry Irving over 200 Saturday popular Virginius

Mr. O'Neill's greatest triumph in tragedy, Tour directed by Wm. F. Connor, Prices-Lower Floor-\$1.00. Hal. 75c and 50c, Matinee-Lower Floor-50c. Bal. 25c. BOYD'S- Managers. Tel. 1919. 4 NIGHTS COMMENCING SUNDAY, FEB. 20

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BLACK PLAG. SUNDAY MOTHER AND SON Specialtics Jose Quintette and Ben

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—HOTE L BARKER— COR. 13TH AND JONES ST., OMAHA. "During the entire time Captain Farquhar gram.)—Leaves of absence: Captain William Showed great care and good judgment in H. Beck, Tenth cavalry, three months; Capbonding the ship through this terrific gale, tain Edwin P. Brewer, Seventh cavalry, two bandling the ship through this terrific gale, tain Edwin P. Brewer, Seventh cavalry, two satisfaction. RATES \$1.50 AND \$2.00 PER DAY.

MR. JAMES O'NEILL. Thursday and Saturday Evening Monte Cristo