

The News and Observer.

VOL. XLIII. NO. 142.

RALEIGH, N. C., THURSDAY MORNING, FEBRUARY 17, 1898.

PRICE FIVE CENTS.

Leads all Other North Carolina Dailies in Both News and Circulation.

THE MAINE'S MUTE STORY IS TOLD BY 253 DEAD SAILORS

Officers Jenkins and Merritt Among the Dead and There Are Only 96 Survivors.

OPINION NOW LEANS AGAINST THE THEORY OF SPANISH TREACHERY

BUT SOME PROMINENT MEN EXPRESS THEMSELVES AS BELIEVING THE WORST SUSPICIONS OF TORPEDOES.

CAPTAIN SIGSBEE AND SECRETARY LONG SEEM CONFIDENT THAT THE CAUSE WAS ACCIDENTAL

CIRCULARS OUT SAYING: "DOWN WITH AMERICANS"

THE OLIVETTE ARRIVES WITH SURVIVORS WHO ARE INCENSED AGAINST THE HAVANA PEOPLE.—THE SAILORS INSIST THAT IT WAS A DEEP LAID PLOT AND POOH-POOH THE IDEA OF AN INTERNAL EXPLOSION—A SUSPICION FROM SIGSBEE.

CALMNESS AND COOL JUDGMENT ARE COUNSELED

A Congressional Investigation to be Instituted, but Congress for the Moment is Appalled Into Silence—Senator Butler Does Not Adopt the "Accident" Theory—Magazines all Closed at 8 O'clock and Keys Turned Over to Capt. Sigsbee—Graphic Details of Men in the Ship at the Moment of the Explosion—The President Closes the White House Against Functions—High Spanish Officials Rush Eagerly Into Sympathetic Condolences—Spanish Ferry Boats Did Not Offer Aid—Among the Survivors Are North Carolinians as Follows: Trubic Finch, Raleigh; John H. Moss, Oxford; John Warren, Randolph; Henry Williams, Elizabeth City—General Lee's Message—Southern Men on Board—Sympathy From Madrid and London, With a Hint of Suspicion From the Times, But the "Torpedoes" Theory Generally Repudiated With Emphasis—Washington Flags at Half Mast—The President up Until Midnight—There Was a Second Explosion—Gustav Dressler Loses Both Eyes—Secretary Alger Silent—600 Pounds of Gun Cotton Exploded and There Was a Second Explosion.

Washington, D. C., Feb. 16.—After a day of intense excitement at the Navy Department and elsewhere growing out of the destruction of the battleship Maine in Havana harbor last night, the situation tonight after the exchange of a number of cables between Washington and Havana can be summed up in the words of Secretary Long, who, when asked, as he was about to depart for the day whether he had reason to suspect that the disaster was the work of an enemy, replied: "I do not. In that I am influenced by the 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 the indications, however, that there was an accident—that the magazine exploded. How 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 should investigation give a basis for the unrecurrent suspicion of treachery and foul play than ran through all minds had a sobering effect on public men of all shades of political opinion. The fact stands forth and is little less than remarkable that not a single resolution was introduced or a single speech made in either house of Congress bearing on the disaster save one of condolence with the families of those killed, offered by Mr. Boutelle, and adopted by the House of Representatives. Public men expressed their opinion with reserve when approached for interviews, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed. 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 destruction of the Maine.

DIVERS TO INVESTIGATE.

There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a simple investigation by a diver. Secretary Long has taken immediate steps to make this investigation. Later this afternoon he telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers and generally to make such inquiry

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 probable disrupted condition of the hull of the ship to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sunk her, whether or not they are bulged out, as would be the case if the explosion came from inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship. The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker, the overheating of the iron partitions between the boilers and the magazine or from the explosion of a boiler, though the last theory finds little support. The lists 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 originally given by Captain Sigsbee in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show who were and who were not wounded of the survivors. It was found necessary to do this owing to the great number of pitiful appeals for information as to the safety of some unfortunate on the Maine that came from all parts of the country.

MAINE MAY BE RAISED.

The Naval constructors, in the light of the dispatches thus far received, say that it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana, the new floating dry dock would receive her if she would once be gotten above the water. Captain Sigsbee is evidently taking an interest in the future of the ship, for he sent a telegram to Commander Forsythe at Key West, that was promptly transmitted to Secretary Long suggesting that a light house vessel or some such small craft be stationed in Havana harbor to watch over 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 warship Victoria by collision with the Camperdown in the Mediterranean, off Malta, June, 1893. By that accident the British Admiral commanding, twenty-two officers and three hundred and thirty-six men lost their lives.

A CHANCE ACCIDENT.

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 boiler of the dynamo. This was the only specific cause assigned from an official source during the day. Senor Du Bosc, the Spanish Charge D' Affairs, 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 other foreign representatives called on the President or at the State Department to express their regrets.

The disaster is remarkable in that only two officers lost their lives and these were 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 concerning his family.

Mr. Jenkins was born in Alleghany City, Pa., June 26, 1865, and was appointed Naval Cadet September 28, 1882, by Representative Thomas M. Bayne, of the twenty third Congressional District. After a short cruise on the Atlanta he was graduated June 1888 after which he served successively on the Galeua, Kearsarge, and Swatara. He was next attached to the coast survey and served with it until February, 1890 when he was again ordered to sea, on the gunboat Bennington. From June, 1893 to September, 1895, he was on Ordnance duty at the Naval yard, and on the Indian Head, Md., and on September 18, 1895, he was ordered to the battleship Maine and has since been attached to that vessel with the exception of a short interval in the spring of 1897. He reached his present grade of junior lieutenant in January, 1897. He had many friends in this city and was regarded as a most capable and efficient officer.

THE TWO DEAD OFFICERS.

Assistant Engineer Merritt was born at Red Oak, Montgomery county, Iowa, April 12, 1872. He was appointed to the Naval Academy September 10, 1891, graduating at the head of his class four years later. He went to sea on the Amphitrite and was subsequently transferred to the Indiana, receiving his final graduation July 1st, 1897. After a short service at the New York Navy Yard he was ordered to the battleship Maine September 10, 1897, and has since been attached to that ill fated vessel. Although his Naval service has been short it is said at the department to have been extremely creditable.

Captain Dickens, chief of the Navigation Bureau, expressed the opinion today that the explosion took place in the magazine of the Maine. He said that this was evident for the reason that the ship was afloat for an hour after the explosion. Had a torpedo been fired under the battleship she would have sunk almost immediately.

Secretary Long, for the President, has sent this telegram to Captain Sigsbee: "Sigsbee, U. S. S. Maine, Havana. The President directs me to express for himself and the people of the United States his 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. The President and several of his Cabinet associates held an extended conference about noon. It was not a Cabinet meeting, as no notices had been sent out, and only Secretary of the Navy Long, Secretary Gage, Attorney General Griggs, Postmaster General Gary and former Attorney General McKenna were present. The disaster to the Maine was the only topic considered.

About 12 o'clock the Cabinet officers came to the President's office. One of them stated that the official had given directions that all fiscal information relating to the disaster should be given to the public. A message was received late in the day stating that the

(Continued on Second Page.)

THE COAST DEFENSES

Engaged the Attention of the Senate.

ADD TO APPROPRIATIONS

THE MAINE DISASTER STIMULATES ACTION.

THE HOUSE EXPRESSES ITS SYMPATHY

Teller Alludes to Cuban Situation—Our Duty to Step to the Front and Tell Spain to Desist, Let the Consequences be What They May.

Washington, D. C., Feb. 16.—The debate on the Bankruptcy bill, which is to continue until Saturday when a vote will be taken, opened in the House today, but it attracted little attention, the interest of the members being entirely absorbed by the disaster to the Maine. At the time the hall of the House was almost deserted, the members being congregated in the lobbies or cloak rooms discussing the accident and speculating upon its probable consequence. Just before the House adjourned Mr. Boutelle, chairman of the Naval Committee presented the following resolution which was unanimously adopted: "Resolved, That the House of Representatives has learned with profound sorrow of the great calamity which has caused the destruction of the United States battleship Maine, and the appalling loss of more than 250 lives, and the wounding of many others of the gallant defenders of our flag and that the House expresses its sympathy for the injured and its sincere condolence with the families of those who have lost their lives in the service of the nation."

Before the question was put, Mr. Egley asked Mr. Boutelle if his committee was in possession of any information which threw any light upon the cause of the accident. "I regret to say that we have no information," replied Mr. Boutelle, "upon which a conclusion could be based. My own impression, which may not be of value is that it was an accidental occurrence."

The speakers on the Bankruptcy bill were: In favor of the measure, Messrs. Henderson, (Republican, Iowa); Lanham, (Democrat, Texas); and Burke, (Democrat, Texas); in opposition to it, Messrs. Underwood, (Democrat, Alabama); Bell, (Populist, Colorado); Henry, (Democrat, Texas); McKee, (Democrat, Arkansas); and Cochran, (Democrat, Missouri).

At 5:05 o'clock p. m. the House adjourned.

SENATE PROCEEDINGS.

Washington, Feb. 16.—A discussion upon 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 four millions less.

In the early part of the day there was a discussion of the Kansas Pacific Railroad sale but no action was taken. At 1:35 p. m. the Senate went into executive session. Open session was resumed at 3:15, when the Fortifications Appropriations bill was taken up. Mr. Perkins, in the course of a statement concerning it, said the Committee on Appropriations was unanimous in its action in increasing the aggregate amount appropriated by the House bill. Every member of the committee was in favor of peace but all realized that the best way to preserve peace was to be prepared for war.

Mr. Stewart thought that the appropriations should be increased so that there should be no more talk about the defenseless condition of the coasts. Mr. Chandler, (N. H.), wanted an increase made upon powder and projectiles which could be immediately available. Mr. Gorman opposed the increase, saying the country could not, in view of the present condition of the finances and for other reasons afford the increase.

Mr. Stewart said we did not carry on our negotiations with foreign governments in a proper manner because our great cities were not properly protected. Mr. Hawley favored liberal appropriations. Mr. Lodge advocated a steady policy looking to the proper defense of our sea coast cities. Mr. Teller opposed the proposed increase, saying it was better to leave the amount as fixed by the committee. He agreed with those who did not consider a war among the early probabilities but that the time of peace was the time to prepare for war. Still the indications were strong for a general war and while the United States might escape by drawing its head into its shell cape by drawing it up as a great nation like a turtle, still we as a great nation should be prepared for any emergency.

Here Mr. Teller made an evident allusion to the condition of affairs in Cuba, saying it was our plain duty when a nation was conducting a war upon our borders contrary to international law and the rules of humanity to step to the front and tell that nation it must desist, let the consequences be to us what they might.

Mr. Teller also spoke incidentally of the Hawaiian question. He said that if the United States wanted to become a anything more than a hermit nation and anything more than a nation that would escape war only by submitting to insults

it would have to prepare itself to take part in the affairs of the world. He not only wanted to provide the ships, but he believed in sending them where they were needed for the protection of our people and occasionally to places where their presence was demanded in the interest of the human race.

On motion of Mr. Postus, the appropriation for the construction of seawalls and embankments was increased from \$30,000 to \$55,000.

An amendment offered by Mr. Chandler increasing the amount appropriated for powder and projectiles for a reserve supply for armament and fortifications from \$650,618 to \$950,618 was accepted. This completed the consideration of the bill and it passed without division. At 6:05 o'clock the Senate adjourned.

AN OCEAN DISASTER.

The Flachat of the Transatlantique a Total Wreck and Only Twelve Persons Were Saved.

Teneriff, 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. Her captain, second officer, eleven of her crew and one passenger were saved. Thirty-eight of the crew and forty-nine passengers were lost.

The Flachat was built at Stockton, England by Pearce and Company, in 1880. She was a stern screw, iron vessel of 1,239 tons net, and 2,175 tons gross register. She was 300 feet long by 36 feet beam and 25.5 feet depth of hold.

FOR BURNING A GIN HOUSE.

John Braswell and Wife, Colored, Were Convicted.

Tarboro, N. C., Feb. 16.—(Special).—John Braswell and wife, colored, were today convicted of burning the gin house and 100 bales of cotton on the flag marsh farm in this county. This crime was committed last November. The jury remained out only a little while.

Several hundred cords of wood were burned near town last night by forest fires. A tobacco barn of Dr. W. P. Mercer, was burned last night. The murder case of state against Wilis Lee will be tried tomorrow.

HAWAIIAN ANNEXATION.

Senator Morrill Says it Would be Against Good Policy and Tradition.

Washington, D. C., 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 Hawaiian annexation treaty. Mr. Morrill's speech was intended to show that the acquisition of the Hawaiian Islands would be against both good policy and the traditions of this country.

GENERAL WHEELER READY.

He Wires That his Services are at the Disposal of his Country.

Washington, Feb. 16.—General Joseph Wheeler, the ex-Confederate cavalry commander, now a member of the House from Alabama, sent the following message to the President this afternoon: "To the Honorable, the President: 'In case of any trouble with Spain, remember that my tender of services is on file at the War Department.' (Signed) "JOSEPH WHEELER."

UNION PACIFIC SOLD.

Alvin W. Kreech Representing the Reorganized Committee Was the Purchaser The Price Paid Was \$6,303,000.

Topeka, Kans., Feb. 16.—The government lien in the Union Pacific case was wiped out today at the Union Pacific station in this city. The Kansas Pacific road was bought in by Alvin W. Kreech, representing the reorganization committee, for \$6,303,000. There was no competition at the sale.

THE CYST WAS REMOVED.

Madame Sarah Bernhardt Was Operated Upon Successfully.

Paris, Feb. 16.—Madame Sarah Bernhardt was operated upon this morning at Dr. Pozzi's hospital. The cyst was removed with complete success. Dr. Pozzi hopes that Mme Bernhardt will be able to resume her professional work in April.

VON DER AHE STILL IN JAIL.

Pittsburg, Pa., Feb. 16.—Von Der Ahe is still in jail and it begins to look as though the offer of the league magnates to get him out of Embo had a string to it. Reports are being circulated that the league in consideration for its coming to Von Der Ahe's relief require that the St. Louis man renew the offer he made some time ago to sell the franchise of the Browns. This attitude of the league cannot be vouched for but there is a hitch in the proceedings somewhere. President Watkins was notified yesterday by National President Young to secure Von Der Ahe's release, yet no action was taken to-day.

REGARDED AS CLOSED.

Madrid, Feb. 16.—El Correo, the government organ, announces that United States Minister Woodford to-night received Spain's reply concerning the De Lome letter, and it adds that the incident is regarded as terminated.

FIRE THIS MORNING.

This morning at 3:40 an alarm of fire was turned in. It turned out to be a wood house back of the house occupied by Lizzie Cooper, near the Rock church, East Raleigh. The greatest damage done was the loss of the fire wood in the house.

De LOME ON DISASTER

It Is Terrible, but No Spaniard Did It.

SAYS HE LOVES AMERICA

REGRETS KEENLY THE UNFORTUNATE LETTER INCIDENT.

SAILED ON BRITANNIC FOR LIVERPOOL

Says There Will Be No War Between America and Spain. Complimentary Resolutions Presented on Board by Delegation of Spaniards.

New York, Feb. 16.—Senor de Lome heard the news of the disaster to the Maine at the Hotel St. Marco this morning. At first he refused to credit it, 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 toward this country. There will be no war; there can be no war between America and Spain. I am forced to say now by this terrible affair what I should have been precluded from saying before. There is no country in the world that I love as I do America. I love the country and the people, and it is with the keenest regret that I take my leave as the result of this unfortunate letter incident. Nearly all prominent Spaniards and men of influence in my country share my views in regard to America."

DE LOME SAILS.

New York, Feb. 16.—Senor Dupuy de Lome, former Spanish Minister to Washington, sailed on the steamship Britannic for Liverpool today. Complimentary resolutions were presented to him on board by a delegation of Spaniards. There was no hostile demonstration of any kind.

A RAILROAD BATTLE.

The Southern Building a Switch in Night Time.

Hickory, N. C., Feb. 16.—(Special).—On Monday night the Southern Railway sent a crew of laborers to Hickory from Morganton and constructed a switch across the main line of the Caldwell and North Western railway in the Western part of town. The switch was built to get a siding at Hickory Manufacturing Company's shop and Piedmont Wagon Works. President Harper, Superintendent Nichols and Attorney Jones of the C. and N. W., hurried here, when they learned of the Southern's action. The Southern left a large crew to sleep in the cars near the switch. Tuesday night, about twelve o'clock, the C. and N. W., sent in a gang of hands who began tearing up the tracks. About three a. m., the Southern's men hurried to the place and began putting back the rails. The two gangs struggled together till morning, the Southern getting most of the switches back as they had more men. The situation became serious, the men wrestling over the track, throwing each other off the switch and seizing crow bars. A general fight was imminent. Mr. Huffham, Mayor, with thirty arm-deputies went to the scene and announced that the law would be enforced at any cost. The contending gangs fell back the C. and N. W. on one side of the switch, the Southern on the other.

The deputies are occupying the switch and all parties are watching each other, but there is no trouble. About eleven o'clock the Southern received a car load of reinforcements. Reinforcements were sent by C. and N. W., from Lenoir and Granite on wagons and cars. After some dispute the C. and N. W. passenger train bound for Lenoir was allowed to pass. No further disturbance, but all hands are on the look out. About three o'clock p. m. Superintendent Nichols of the C. and N. W., and Road Master Dodson, of the Southern, appeared and announced to their men that the difficulty had been settled. The railroad men and deputies leaving the ground and there is great excitement over the affair.

All is quiet now. The Southern had about 150 men and the C. and N. W. about 100.

The Southern claimed the switch was on their right of way.

The terms of settlement could not be learned exactly, but operations all suspended until Presidents Spencer and Harper can confer.

HELPING THE CUBANS.

Durham, N. C., Feb. 16.—(Special).—A few days ago the President of the Women's Parsonage and Home Mission Society of Trinity church, received a letter from the mission post of the M. E. church South, at Tampa, Fla., stating that there were some 3,000 Cuban refugees at that place who were in a wretchedly helpless condition, and appealing for help. These poor creatures without clothing or bread, and the announcement at Trinity Sunday morning touched a tender chord in Durham's heart. This evening Northern Express bore from this three large boxes filled with clothing and material for clothing to the value of \$100 or over.

Washington, D. C., Feb. 16.—J. Sawyer has been appointed a class postmaster at Weicksville, Va.