

## FURTHER EVIDENCE

### OF THE MAINE'S WRECK BY OUTSIDE EXPLOSION

**The Boiler Explosion Theory Exploded. Condition of Forward Plates Negative. Explosion of the Magazine—Submarine Mines Existed—Shells Found Exploded. Suspicious Facts—Mooting of the Vessel—Belief That It Was Work of Spanish Officers.**

Washington, February 22.—All the government departments were closed in Washington today, save the navy, where a few of the officials assembled to receive any dispatches that might arrive and to close the contract with the wreckers for the recovery of the effects on the Maine and the vessel herself, if that be practicable. The signing of the wrecking contract was the most important even of the day, and, this concluded, the officials closed up shop and went home to enjoy a respite from the rush of the past week. Captain Sigsbee was heard from in a dispatch, which indicates that close attention would be given the coal bunkers by the naval court of inquiry at Havana. Officials unquestionably have been for some time preparing for any emergency that may arise, but appearances at the department today would indicate that necessary orders have already been given and that the situation was not one calling for immediate activity at Washington. The casting and the Cincinnati, in accordance with orders made known some time ago by the Associated Press, are to move further north to West Indian waters, and at Norfolk the monitor Terror has been ordered to be in readiness and may be sent to New York later.

The senate passed a bill to add two artillery regiments to the strength of the army. This measure has been urged for many months by officials of the war department who foresaw that while congress of late years had taken measures for the protection of our coasts by considerable appropriations for defensive works and great guns, it had not provided the men necessary to operate these engines of war. Should the house pass the bill it will enable the department to carry out plans it has long had in view. Criticisms lately passed upon the state of the army and our fortifications have caused increased activity in military matters and to some extent this is responsible for reports arriving from various quarters of movements at army posts. A report was circulated that General Miles, as commander in chief of the army, had issued additional orders for troops at all forts to be on the alert and ready for immediate action, but this was promptly denied by the general's chief of staff. Nothing whatever of a sensational character occurred in Washington and on the whole the day was free of rumors by comparison with the immediate predecessors for the past week or more.

### HURRYING UP THE WRECKING COMPANIES.

The plans of the wrecking expedition for the relief of the Maine were completed today after long conferences between Secretary Long and the representatives of the Merritt and Chapman Company, of New York, and the Boston Towboat Company. The companies had expected to be at work in Havana harbor in about a week, but at the last moment Secretary Long insisted that a provision should be made for sending forward at once at least one large wrecking boat, with divers and equipments. This was agreed to, and the same day a dispatch was sent to the New York offices of the company to send two of the most experienced divers by train to Key West, where they will go to Havana and join the divers and wreckers on the Right Arm.

The commander of the Right Arm is ordered to plan himself, with his divers and machine, under the orders of Captain Sigsbee, who thus will be free to avail himself of their services in the recovery of bodies or any particularly desirable piece of equipment or property before the regular wrecking operations begin. These are emergency steps which precede the main wrecking expedition, which will be outfitted at Boston, New York and Norfolk, with a view to beginning extensive operations within a week.

### TERMS OF THE CONTRACT.

The terms of the contract as concluded and signed today provide for the payment to the wrecking companies of the sum of \$871 per day for their regular plant, and an additional payment of \$500 per day for the use of the Monitor, while the latter is actually employed. An express provision is made that the government may terminate the contract at any moment. It is also provided that the compensation shall not exceed the sum of money this purpose appropriated by congress for this purpose in the joint resolution passed yesterday. Finally, it is provided that if the companies succeed in raising the Maine and towing her to Norfolk they shall receive a bonus of \$100,000.

In view of the large first cost of the Maine, about \$5,000,000, and the national desire that she shall be raised, as evidenced by the prompt and unanimous action of congress upon the joint resolution, Secretary Long believes that he is fully justified in making the above terms with the wreckers, though at first thought the per diem compensation seems large. It must be borne in mind, however, he said today, that this will constitute the largest wrecking expedition ever equipped in this country. A clause of the contract requires the companies to proceed with all dispatch and in a business-like manner with the work of the wrecking, and, though this haste adds to the cost of the work, it is believed to be necessary, in view of the possibility of the early appearances of yellow fever at Havana harbor with the approach of the rainy season next month.

## PLANS OF THE WRECKING COMPANIES.

Captain Humphreys and Mr. Chapman, representing the two companies who will do the work, explained to the Associated Press the plans they will adopt in raising the Maine. In addition to the emergency work to be prosecuted by the Right Arm, the main expedition will be made up of about 100 men, including six skilled divers, the wrecking steamer Underwriter, of Boston, of 500 horse power, the wrecking steamer, John G. Jones, of Norfolk, of similar power; the iron barge Lone Star, of Boston, capable of carrying 3,000 tons; the floating derrick Monarch, capable of lifting 260 tons; the largest floating derrick in the country, and another derrick, capable of lifting thirty tons. The forwarding of the boats, derricks and men will begin at once. Telegrams were sent today to begin the outfitting, the taking on of coal and assembling of men and equipment. The boats are ready to start at any time, but it will take a day or two to get together the exceptional facilities required for this large undertaking. The wrecking companies' officials say it will be impossible to assemble this material and get it into Havana harbor ready for work for a week. They will make every effort, however, to expedite the work. The Underwriter has a crew of seventeen men, including her own staff of divers, who are veterans in this line of work. The Jones has a like crew and equipment of divers. The crews are available for wrecking work, but, aside from these men there will be forty experienced wreckers. Each wrecking vessel has a large complement of hoisting gear, cables, etc. Who will command the expedition has not been determined thus far, as the companies have several experienced wrecking masters available. The wrecking master will be in complete charge, as the government will trust entirely the experience of the wreckers, although a naval officer will be detailed to inspect the work as it proceeds.

The officers of the two wrecking companies said today that after the expedition was assembled in Havana harbor a complete inspection of the work would be made and the exact line of work determined upon. The facilities will be ample for the work, and the lifting will be done by the smaller derrick, which is of sufficient capacity for the lighter upper works of the Maine, but it will take the monster derrick, Monarch, to lift the huge turret of the Maine and the guns mounted within them.

### TO LIFT TURRETS AND GUNS TOGETHER.

Captain Humphreys stated that the purpose was not to separate the big guns from the turrets, but to lift them as a whole. This will be a tremendous undertaking, as the combined weight of each turret and guns is 166 tons. The Monarch can lift 260 tons, so there is an ample margin of lifting power. The wreckers were loath to express an opinion as to their ability to raise the hull of the Maine. Mr. Chapman and Captain Humphreys stated that the matter was being left to the personal inspection would permit a decision on that point. They are hopeful, however, that the ship can be brought to the surface. The iron barge Lone Star will be used to receive the turret guns and wreckage and as fast as loads are made up she will be towed to the Norfolk navy-yard.

### NO CABLEGRAMS OVER-NIGHT.

The most potent sign that the first and exciting stage of the Maine disaster has been passed was the fact that not a single cablegram was received over-night or this morning at the navy department relating in any manner to that event. Acting Secretary Day spent some time at his office, but he had little news to communicate. He had received only one dispatch since yesterday from Consul General Lee and that related to the shipment of Cuban tobacco to the United States. The department had heard nothing of the reported revival of the Weyler edict prohibiting the exportation of tobacco from Cuba. On the contrary, General Lee's reports show that the movement of the regular progress, or at least, had been checked up to the 9th instant. Judge Day had received no news of the rumored capture of the Dauntless, and in fact, the above telegram was all that he had had from Havana in the last twenty-four hours.

### MOVEMENT OF SOUTH ATLANTIC SQUADRON.

The naval officials assert that the report to the effect that the movements of the South Atlantic squadron now under way are with a view to the early assembling of the vessels near Havana is without foundation. This movement, they say, is in direct accord with the plan outlined in December last by Captain Chester, of the Cincinnati, in command of the squadron, and approved by the department. This plan is about as follows: After the smaller vessels were docked at Buenos Ayres he would assemble the squadron and proceed up the coast of South America for squadron drill, visiting all the ports where American interests exist, going as far as Para. Upon the return of the squadron from the north he would make a long visit to Rio Janeiro, in the harbor of Isle de Grande, where the vessels would have target practice and other squadron exercises. This would also give the smaller vessels an opportunity for torpedo practice.

### IN FURTHER EXPLANATION OF THE MOVEMENT OF THE SOUTH ATLANTIC SQUADRON.

In further explanation of the movement of the two ships of the South Atlantic squadron, it is said at the navy department that some time ago word came that they were in need of coal, but that yellow fever prevailed at Para where they were then and south of them in Brazil. They were authorized to proceed to some healthy port for their coal, and this, it is stated, is how they came to go to Barbadoes.

### THE MONITOR TERROR.

In explanation of the order given yesterday to the Norfolk navy-yard officials to have the Terror in condition for service, Secretary Long said this order had been given to replace the Maine, it being deemed desirable that the armored fleet should not fall below a certain number. The Terror, a little work to be done on the Terror, and forty-eight hours should suffice to finish it. The Terror is our most powerful double-turreted monitor and, although not as effective as a seaboat as a battleship, in the smooth waters of the harbor she probably would be able to hold her own against almost any craft.

## A CABLEGRAM FROM SIGSBEE.

The following telegram was received by the navy department this afternoon from Captain Sigsbee: "Send to Forsythe for Sigsbee for a transverse sectional drawing of the Maine through forward 10-inch magazine and shell room, showing pocket coal bunkers." This request was immediately complied with, and the drawing is being prepared. Captain Sigsbee wants there drawings to assist in the work of wrecking the ship, as they would be of great aid to the divers. They will be useful also as the basis for the testimony now being taken by the court of inquiry at Havana. The fact that it is deemed essential that the drawings shall show the pocket coal bunkers, which about the magazine, is evidence that Captain Sigsbee has in mind the spontaneous combustion theory, though it does not follow by any means that he is committed to it.

Some of the employees of the navy department have been making estimates of the amount of money that will be required to meet the demands of the joint resolution which Mr. Boutelle proposes to introduce in the house allowing a year's sea pay to the families of the sailors who died in the Maine. The fact that it is deemed essential that the drawings shall show the pocket coal bunkers, which about the magazine, is evidence that Captain Sigsbee has in mind the spontaneous combustion theory, though it does not follow by any means that he is committed to it.

### THE TERROR TO SAIL TODAY.

Norfolk, Va., February 22.—The repairs on the monitor Terror were completed tonight and it is understood she will sail for New York in the morning. Repairs on the torpedo boats Foote and Winslow are also practically completed and ready to leave the drydock. The Puritan will hardly be ready to leave the yard under ten days. All of her boilers have been repaired but one.

It is said that the gunboat Machias will be repaired at this yard and a requisition for more men has been made. The number of men at the yard will probably be doubled by March 1st.

### THE COURT OF INQUIRY.

Havana, February 22.—Consul General Lee and the members of the United States court of inquiry into the loss of the Maine sailed this morning on Captain General Blanco and Admiral Manterola. When these ceremonies were ended the court returned to the United States lighthouse tender Mangrove and resumed its session. The court opened at 10:30 o'clock and took a recess at 12 o'clock. Lieutenant G. F. Holman, navigator and ordnance officer of the Maine, was examined at the morning session. The court met for the afternoon session at 1:30 o'clock and Lieutenant Commander R. Wainwright, executive officer of the Maine, was called to the witness stand. He has been in immediate charge of the wreck since the explosion.

### THE DIVERS AT WORK.

Four divers are at work, two in the forepart of the ship and the others aft. The task is most laborious, and the men are naturally extremely careful, and take a great deal of trouble in complete darkness and several had bad falls. Electric lights, worked from the Mangrove, are now available, and much good is expected from them. Nearly all the possible salvage has now been made from the cabin aft. The efforts to reach the ward and mess rooms are frustrated by some insuperable obstacle. It is expected to find bodies in those rooms. Two cases of 10-inch ammunition have been found, the one having exploded, the other full of powder. These were found forward. The work of securing the bodies under the mess room has not yet begun. It is dark, but it is hoped that the electric lights will be of great assistance. The bodies are much mutilated and some are partially burned.

The officers of the court of inquiry paid another visit to the wreck today. Captain Sampson, after the visits of the members of the court to the captain general and Admiral Manterola this morning said the reception extended them had been polite and cordial. The captain general and admiral had expressed deep sympathy and the hope that nothing would interfere to prevent a thorough investigation. They offered to give all help in their power. Captain Sampson referred to the visits as "tending to promote a better understanding."

Among the salvage were the table ware and silver service belonging to the Maine. An additional 10-inch casing charge was found today exploded. A number of such casings are believed to be inside the hull, but it is not known whether they exploded or not. The divers have recovered, in addition to Captain Sigsbee's silverware, as already cabled, some of his cutlery, his rifles and a number of his books.

### CRITICISM OF HAVANA PRESS.

George W. Koeler, of Brooklyn, died today at the military hospital. All the other injured show some improvement. The Lucha, in an editorial today, comments upon the "unfairness of the United States in making Captain Sigsbee the advisor and assistant of the court of inquiry." The editorial is evidently based on incorrect information from the United States, as naval officers here say it is impossible under the rules constituting naval courts of inquiry, that the captain commanding the ship destroyed should have anything to do with the findings of the court, being in one sense on trial himself. It is made Captain Sigsbee's duty to give all the testimony as to the facts in his possession, and to make claims also that the court of inquiry is not constituted as it would be by any other of the great powers, but in this particular the paper is evidently laboring under misinformation. Judge Peral, of the Spanish admiralty court, today has been taking the depositions of the officers of the Spanish vessels and the harbor officials on the subject of the disaster to the Maine.

## THE MILITARY COMMANDER OF GUANAQUAYO.

The military commander of Guanajuato has ordered the suspension of public festivities as a mark of respect to the memory of the Maine's dead. The prohibition will continue for three days. Gunner Charles Morgan, of the cruiser New York, who is in charge of the divers, will devote special attention to examining the ammunition in the forepart of the Maine's hull and to ascertaining the condition of the plates, magazines and engines. He is a graduate of gunnery and is regarded as an entirely competent, as indeed are all the divers under his direction. He is under strict orders not to give out anything on the subject of his investigations except to the officers of the court of inquiry when called upon.

The autonomist government has confirmed the appointment of Senor Manuel Rafael Angulo, as delegate of the colonial government in Washington, to prepare a commercial treaty, according to instructions, which he will receive from Senor Morero and Senor Rodriguez, colonial secretaries of the treasury and of commerce respectively.

### BODIES RECOVERED.

The bodies of twelve of the men have been taken out from under the hatch heading from the superstructure fire room. Nine were recognized and all were necessarily dismembered in course of removal.

In the Mangrove the sessions of the court were held in the captain's cabin aft. The officers were not in full dress, but in full uniform used every day aboard ship. The proceedings were very quiet, no one but the witnesses and the shorthand reporter being admitted. The arrangement is that the stenographer shall announce his notes day by day, and the court will adjourn from time to time to give him the opportunity, as was the case today, when the court again visited the wreck and spent some time in additional inspection. The pomp and circumstances of the tribunal are not as much as an ordinary garrison court-martial would allow, but the high character of the members and the evident earnestness of their purpose to find the truth, if possible, give dignity to the court of inquiry.

### HAVANA GAY.

This was the last day of the carnival, and tonight the city is gay as far as the parade and principal streets are concerned. But the display is not so gay as in former years, for many are in mourning and others are poor, or feel so. Of merry-makers, however, in carriages and on foot, there was no great lack.

### ORDER FOR HOTCHKISS GUNS.

New Haven, Conn., February 22.—The American Ordnance Company of Bridgeport, Conn., has received by telegraph from its vice president at Washington an order for forty rapid-firing 6-pounder Hotchkiss guns. The order is for quick delivery, and the forgings for them have already been called for. The guns will all be delivered in about three months. The American Ordnance Company officials say that they do not attach and significance to the order.

### WAR MUNITIONS FOR THE NAVY.

Cleveland, O., February 22.—Work on the big government contract is now under rapid headway at the Otis Steel Works. Five enormous gun carriages are being constructed there. They are for 13-inch guns, to be used on United States battleships. A similar carriage was completed some time ago and shipped east, where it met the approval of the naval department.

New York, February 22.—The first of the expected projectiles from the Carpenter Steel Works arrived at the Brooklyn navy yard today. There were about 2,000 of them for the 8, 8 and 10-inch guns of the cruisers and battleships. A number of torpedo heads from New England manufacturers are expected by tomorrow.

"The collection of ammunition," said an ordnance officer, "does not mean that we expect an immediate war. These supplies were ordered some months ago, when some representatives said in congress that we had not either powder or shot enough to last the navy a day. Powder has been arriving for the last six weeks. More projectiles are expected and when they get here, we shall have ammunition enough on hand to last during six months of daily fighting."

### ACTIVITY AMONG STATE TROOPS.

Newark, N. J., February 22.—Commander Irving, of the division of the east, New Jersey naval reserves, telegraphed to the navy department in Washington today offering his command for immediate service should it be required. There are several hundred men in the division.

### PHILADELPHIA NEWS.

Philadelphia, February 22.—Major General Snowden, commander of the national guard of Pennsylvania, has issued general orders to every officer in the state, to recruit his command up to the full quota required by law. The officers were instructed to have their men ready to march, fully armed and equipped at twenty-four hours' notice. The national guard of Pennsylvania comprises nearly 9,000 men.

### GLOOMY VIEW OF MADRID PRESS.

Madrid, February 22.—A gloomy tone pervades political circles on the reports of a split in the Cuban ministry. The autonomists, Senor Giberga and Senor Amblard, are, it is believed, secretly treating with the separatists in the direction of independence for Cuba. Senor Govin, the Cuban secretary of the interior, is accused of treason by The Imparcial, which publishes a fac simile of a letter from Senor Govin to a friend, in which the former says: "Had you told me that Sagasta, a man inferior to Canovas and liberal only in name, has inspired my attitude and not my ideas and sentiments as a Cuban? McKinley, as well as Cuba, will determine whether I am a Spaniard. Long live our country and liberty!"

## PROVISIONS FOR VICTIMS OF THE MAINE.

Washington, February 22.—Legislative provision for the relief of the victims of the Maine disaster occupied the house committee on naval affairs all day, a general measure being agreed on late this afternoon similar to the relief measure that followed the Samoan disaster in 1889. The resolution will be finally passed on at a special meeting of the committee tomorrow morning and will be immediately reported by Chairman Boutelle and its passage by the house expedited. Any losses sustained by the survivors will be made good to the extent of not exceeding twelve months' pay and provision is to be made for bringing the remains back to this country at the discretion of the naval authorities.

Washington, February 23.—The arrival of a mail in Washington from Key West this afternoon bringing several letters from naval officers lately attached to the Maine caused a wave of excitement at the departments and the capitol; for there were all sorts of rumors as to the contents of the letters, very few of which rumors in point of fact had any sound basis. The only feature so far as could be discovered of real importance as throwing light on the cause of the explosion, contained in the letters, was the statement that the two after boilers in the after-boiler space were all of the eight boilers of the Maine that were under steam at the time of the explosion. This fact had a negative value, for it disposed at once of the theory that any exploding boiler had caused the wreck. The experts all say that by no possibility could the after-boiler explosion have wrecked the forepart of the Maine and left the after-part almost unharmed.

Much interest was shown in a dispatch received shortly before 3 o'clock from Admiral Sicard, giving the recommendation of Captain Sampson, of the court of inquiry, as to the raising of the wreck. The view of naval officers was that Captain Sampson and his associates were giving this advice, not as a court, but as officers in a position to speak as to the best method to be adopted for raising the Maine. Various interpretations were put on the expression "forward half completely destroyed." This was regarded as a partial confirmation of the theory that the forward magazine had exploded, and that is one of the most important portions of the forward half of the ship. At the same time, it was held by some naval authorities that the destruction of the forward half of the ship did not necessarily mean that the forward magazine had exploded, as that is one of the most important portions of the forward half of the ship.

Captain Sampson's recommendation that a contract be made with the best equipped wrecking company, to remove the material and lift the ship without delay, was in line with the action already taken in closing a contract with the two largest wrecking concerns in the country, by which their combined facilities will be at the service of the government. The contract contains a clause binding the wreckers to use their utmost efforts to expedite the work, so that the department feels that everything has been done to carry out the views expressed by Captain Sampson. A clause of the contract itemizes the amounts to be paid for each branch of wrecking work, viz: Wrecking tug Underwriter, \$150 per day; wrecking steamer Jones, \$200; lighter Seymour, \$75; derrick Chief, \$75; barge Lone Star, \$50; wrecking tug Right Arm, \$200; Wreckmaster, \$15; wreckers, \$4.50 each; divers, \$30 each.

### MOIRE WARSHIPS BOUND FOR KEY WEST.

The battleship Texas and the gunboat Nashville will leave Galveston, Texas, today for Key West, where they will rejoin the other vessels of Admiral Sicard's squadron at that point. No orders for this movement were sent by the navy department, as it is stated that it is in accordance with the orders given several weeks ago by which the two ships were directed to remain at Galveston from the 17th to the 23rd instant to participate in the Mardi Gras celebration there and return to Key West on the latter date. This was before the Maine disaster, and the present movement is said to have no possible significance on the recent occurrence.

Simultaneous with the departure of the Texas and Nashville from Galveston for Key West, the Marblehead will leave New Orleans and the Detroit will leave Mobile for Key West. These movements are also a part of the orders given early this month, before the Maine disaster. The Montgomery is also due at Key West, having left San Domingo for Key West on the 16th. The result will be to bring together again the large fleet of vessels under Admiral Sicard at Key West and the immediate vicinity. These will be the New York, now at Tortugas, the Indiana, Massachusetts, Texas, Iowa, Marblehead, Detroit, Nashville, Montgomery, Ericsson and Cushing. The torpedo boats Porter and Dupont are in drydock at Mobile, and are not expected to be ready to go to Key West for several days. The Brooklyn is also cruising in the West Indies, at present en route from St. Thomas to Vera Cruz.

### THE OFFICERS HERE ARE STILL THINKING OF CAPTAIN SIGSBEE'S REQUEST OF YESTERDAY.

The officers here are still thinking of Captain Sigsbee's request of yesterday to be furnished with the plans of the Maine's section through the magazines and coal bunker pockets. The reference to the latter is particularly interesting and leads to a desire to be informed on the exact quantity and quality of the coal supply at the time of the explosion. It is said that these pocket-bunkers are rarely emptied, being designed as much for the protection of the ship against gunshots as for capacity to hold coal. One expert said that these bunkers in his own experience have not been emptied in months. All of this has to do with the spontaneous combustion theory, as the bunkers about on the magazines and might have set off even the safe brown powder, if the latter were exposed to a degree of heat above 600 degrees for some time. The request, besides, may show that Captain Sigsbee is not yet satisfied as to the cause of the explosion, notwithstanding the expressions that have been attributed to him by unauthorized persons.

### ONE OF THE PRIVATE LETTERS RECEIVED HERE TODAY IN CONNECTION WITH THE DISASTER.

The writer was ashore and heard the noise. He hastily took a boat and started for Key West, arriving there in about twenty-five minutes. Then all was quiet and smooth and, in fact, as he said, in five minutes after the blast the Maine was in about her present condition. Some solicitude was expressed at the navy department over the report of

Admiral Sicard's health. It is said, however, that there was no occasion for relieving him now, that the flagship New York is not to leave Key West, and even if she should, Captain Sampson of Captain Taylor can assume charge of the squadron while the admiral takes the two weeks' leave to recuperate from his malarial fever, which he was about to enjoy when he voluntarily returned to his place.

### A FORMAL ORDER WAS MADE OUT THIS AFTERNOON FOR LIEUTENANT COMMANDER WAINWRIGHT TO TAKE STATION AT HAVANA AND LOOK AFTER THE GOVERNMENT'S INTERESTS WHILE THE WORK OF RAISING THE MAINE PROCEEDED.

It has been arranged that he shall be substituted on board one of the wrecking steamers. THE TERROR STILL AT NORFOLK. The big double turreted monitor Terror remains under orders to stay in Hampton Roads until further notice. It is likely that she will be sent to take the place of the Maine in the North Atlantic squadron, if not needed elsewhere immediately. The officials, however, are loath to encumber the battleships and speedier craft with the Terror as she might retard the execution of manoeuvres.

### A HINT FROM CONSUL GENERAL LEE.

Consul General Lee, in the course of friendly talk in Havana with Americans may have expressed the view that there are at present other places more desirable as resorts for persons who have no particular business there than Havana, but the state department authorizes the announcement that it has not yet been advised that he has either officially or semi-officially delivered himself of any expression on the subject. The Spanish legation also discredits reports that General Lee has given any such warning. It is also said at the department that no message has been conveyed to the owners of American vessels at New Orleans or elsewhere that it would not be safe for them to visit Cuban ports at this time.

### WEST.

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### SPONTANEOUS COMBUSTION THEORY.

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### AID FOR FAMILIES OF THE VICTIMS.

Assistant Secretary Roosevelt today received a postal order for \$1 from The Evening Post Publishing Company, of Bridgeport, Conn., with a statement explaining that it was sent by a patriotic little girl of Bridgeport, Conn., who desired to help some other little