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## NEWS OF THE WEEK

From all Parts of the New and Old World.

### BRIEF AND INTERESTING ITEMS

#### Comprehensive Review of the Important Happenings of the Current Week.

The secretary of the interior has dismissed the appeal of the state of Oregon from the decision of the land office, holding for cancellation the indemnity school selection of lands in the Dallas land district of Oregon.

Authentic reports have reached Shanghai of recent date from all sections of the Chinese empire, indicating that riot and attack upon foreigners is the order of the day. The attacks seem to be those of isolated ruffians rather than a concerted action on the part of the populace.

Another rich strike is reported as having been made in the Blue Jay mine, on Yorickon gulch, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$50,000. It will be remembered that a \$10,000 strike by the Graves brothers caused a rush to Coffee creek last summer.

The senate committee on education and labor has decided by a unanimous vote to report favorably the bill prepared by the trainmen of the country, and recently introduced in the senate by Kyle, providing for the arbitration of railroad strikes by a board of arbitration to be chosen by the strikers and the interstate commerce committee.

A special from Washington says: A cablegram received by the secretary of state from Minister Woodford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senor Canalejas. This disclaimer, as the administration officials are pleased to call it, is regarded as satisfactory, and the president has authorized the announcement that the incident is closed.

Rev. C. O. Brown, the California minister who figured in the Overman case, has been formally dropped from membership in the Chicago Congregational Association.

The outlook in France is gloomy, and many prominent men fear a downfall of the government may result from the recent agitation. One writer declares that anarchy prevails in the army, the law and the streets.

Dispatches from Guatemala state that anarchy reigns supreme throughout the country, as a direct result of the assassination of President Barrios and the plotting of the leaders of various factions to get into power in the republic.

The house library committee has made a favorable report on the bill to appropriate \$10,000 to erect a statue in Monterey, Cal., to Commodore John D. Sloat, who, on July 7, 1846, landed at Monterey and declared the land United States territory.

A dispatch to the New York World from Havana says: General Blanco's fiasco in Eastern Cuba, the postponing of the elections, De Lome's retirement, and the recent activity of the insurgents make the outlook black for autonomy and for Spain. The failure of the scheme of election will be proof to all nations that autonomy is dead, and the government is naturally delaying the evil hour.

There is a rumor in Havana that the palace authorities have a letter written by Consul-General Lee, the contents of which are as interesting, even exciting, for Spain, as the De Lome letter to Canalejas was for the United States. Another report was set afloat that General Lee had resigned. This, however, is known to be untrue. A strong effort is being made to get General Lee in the same boat with De Lome. The members of the autonomist cabinet do not like him.

There is a general impression among the pan-American diplomats in Washington, says a correspondent, that Costa Rica and Nicaragua are very near war. Both governments have assumed belligerent attitudes, according to information which has reached Washington, and it is the expectation of Central Americans in Washington that President Zelaya will demand a disavowal of Costa Rica's responsibility in connection with the revolution in San Juan del Sur. Two British warships are now in Nicaraguan waters, and more are expected. One of these now in Nicaragua is at Corinto and the other at San Juan del Sur.

The annual report of the civil service commission for the fiscal year ended June 30, 1897, has been presented to the president. It begins with a statement to show that after an experience of nearly 15 years the hopes of the advocates of the civil service law have been largely realized. In practice the law has proved effective in the direction of economy. Considering the few changes in the service under the merit system, following the wholesale removals system the economy and efficiency of the one stands in striking contrast to the extravagance and inefficiency of the other. The report speaks highly of the promotion system, based on the efficiency record.

Lord William Neville, fourth son of the Marquis of Abergavenny, who was placed on trial in London, charged with fraud in connection with the suit of "Sam" Leads, the money-lender, against Spencer Clay, pleaded guilty of fraud, but claimed he was not guilty of forgery. He was sentenced to five years' penal servitude.

The stockholders in the Pacific Railway Company must pay the creditors and bondholders of the corporation the amount of the inflation of the stock.

### QUESTION OF IDEMITY.

Frederick R. Couderc interviewed on the Maine Matter.

New York, Feb. 23.—The Herald tomorrow will say: Frederick R. Couderc, formerly counsel for the United States before the Behring sea commission, and a well-known authority on international law, was interviewed regarding the matter of an indemnity, if it can be shown that the Spanish at Havana failed to take proper precautions to insure the safety of the Maine.

"Spain should pay indemnity for the loss of the Maine," Mr. Couderc said, "provided the accident is found to be due to the negligence of Spanish officials. The vessel went to Havana on a friendly visit and was entitled to full protection. It was proper that extraordinary precautions should be taken to insure her safety. It was well known that there were individuals belonging to the Spanish nation who had ill feelings towards the United States. If any danger was known to exist in Havana harbor, it was to be expected that Spain should inform the captain of the Maine of the fact and use every means to prevent any accident to the vessel. If, on the other hand, a man with a basket of dynamite should have come aboard the Maine and blown up the vessel, the fault plainly would have been with the officers of the vessel. It was their duty to keep the strictest watch over everybody who came on board. The destruction of the Maine by accident or by the act of irresponsible individuals would not justify a declaration of war. Carnot, for instance, was assassinated by an Italian, yet France did not blame Italy. Italian subjects were killed by a mob several years ago at New Orleans. Italy was justified in demanding an indemnity, which she received, because the men when slain were in charge of officers of the law, who should have made every effort to prevent their prisoners from being killed. It did not result in war."

### SAILORS WANT REVENGE.

No Doubt in Their Minds That Spain Did It.

Jacksonville, Fla., Feb. 23.—A special to the Citizen from Key West, says: Sailors of the battleship Maine suffering from wounds, in the Key West hospital, are smarting over the delay of the government in punishing what they term a Spanish outrage. In their minds there is no doubt as to the cause of the explosion, and they think the delay in taking summary action by the president saying he is morally certain that there was an accident, is to soothe the Spaniards into a feeling of security to secure time for his ultimatum. If no action is taken, not a man among them will again pace the deck of an American man-of-war, but if business is meant, it will take a strong force to keep them from hurrying to the front, wounded though they are, to take a hand in what they look upon as personal vengeance.

"We were warned not to go to Havana," one said today, "being told that danger awaited us there. When we got there it was current rumor that the harbor bottom was honeycombed with mines. We first chose our anchorage and rested there for several hours, but the harbor master compelled us to weigh and proceed to a spot marked by a buoy. We were reviled on the streets of Havana, sneered at until our blood boiled, and found out for our own safety that it was safer for us to make our visits to the city in force. No man dared to go alone. There was no knowing what would happen to him. The explosion itself is the best evidence that it was a mine or torpedo. There were two sharp and distinct reports. The first was like a peal of thunder close at hand, and then darkness and chaos, made more horrible to the screams of dying men, the fierce shouts of those fighting for egress and the moans of those hemmed in to die by fire or by drowning."

### COMMANDER BARNET'S VIEWS.

Investigation May Show the Magazine Intact.

Havana, Feb. 23.—Lieutenant-Commander Barnet, of the coast survey boat Bache, said to a press correspondent today: "You want the facts. I cannot tell you. There are 95 chances out of 100 that the investigation will show that the forward magazine of the Maine did not blow up first, if it exploded at all, and that it was not the cause of the terrific consequences that followed. The condition of the wreck when first studied and a later careful scrutiny make this an almost absolute certainty."

Chaplain Chidwick has recovered considerable sums of money with letters and other personal property from the bodies taken from the wreck. In the effects, the initials can be seen on the coat lining and may serve to identify the wearer, but the harbor water is so filthy that the marks are nearly all illegible. Chaplain Chidwick is one of the hardest-working officers, and upon him devolves some of the most revolving duties of the situation.

It is apparent that efficient work is not possible with the divers and apparatus at hand and the arrival of others is anxiously awaited.

Father Power, of the Jesuits, arrived yesterday from Tampa, and immediately visited the Maine's wounded in the hospital.

The lighthouse tender Mangrove with the court of inquiry and additional divers and apparatus, is expected here tomorrow. Neither Spanish or Cuban divers will be employed. Today divers recovered the cipher book, the logbook of the Maine and many official and private papers.

Tobacco is said to have been first brought into England from Virginia in 1585.

## COAST IS PROTECTED

Vessels of the Navy Within Easy Reach.

### WHAT SPAIN MIGHT EXPECT

In Case of Hostilities Twenty Warships Could Be Had on the Pacific Coast in a Month.

Portland, Or., Feb. 23.—The possibility of a war with Spain in the near future, has, of course, aroused an immense interest in the fighting strength of the United States navy, and especially in this part of the country, what manner of a defense could be made should an enemy send a hostile fleet to the Pacific coast. To a great extent, the immunity of this coast from invasion would depend upon the strength of the navy which Uncle Sam could muster, at short notice. At the present time the Pacific coast squadron, under the command of Rear-Admiral J. N. Miller, consists of nine warships in active commission. The flagship of the squadron is the armored cruiser Baltimore, 10 guns, Captain N. M. Dyer commanding. She is now at Honolulu.

Probably the most effective ship in time of war is the battle-ship Oregon, 16 guns, under the command of Captain A. H. McCormick. She is now in the drydock at Bremerton, Wash., getting bilge keels put on, but, in case of necessity, she could be put in shape on short notice. Next to the Oregon is the double-turreted monitor Monterey, four guns, Captain C. E. Clark commanding.

The monitor Monadnock, six guns, under the command of Captain W. H. Whiting, sailed for Magdalena Bay from San Francisco, January 29. On her return she will be held at Mare Island in reserve. The Albatross, a cruiser of four guns, under Commander E. H. C. Latta, is at San Juan del Sur, Nicaragua. Commander Lewis February 5 landed a force to protect American interests during the revolution. Three gunboats, of six guns each, are scattered along the coast. The Bennington, Commander H. E. Nichols, is at Honolulu. The Marietta, Commander S. M. Symonds, is at Libertad, and the Wheeling, Commander U. Sebree, is cruising in Alaska. The Adams, a training ship of six guns, under the command of W. C. Gibson, is at Mare Island, Cal. To this formidable list must be added the ships at the Mare Island navy-yard, which could all be put in commission inside of two or three months at the most.

The protected cruisers Philadelphia and Charleston, of 10 guns each, are the most formidable of these. The gunboat Ranger is also undergoing slight repairs, and the wooden frigates Pensacola and Hartford are being repaired. This makes a total of 14 warships, which could be available almost immediately in case of war. Besides these, the Asiatic squadron could make the run home in a short time in case of urgent necessity. The Asiatic squadron, under the command of Commodore George Dewey, comprises six warships. The armored cruiser Olympia, 14 guns, Captain Charles V. Gridley, commanding, stands at the head of the vessels of this squadron. She is the flagship, and is now at Yokohama, Japan. The cruiser Boston, eight guns, under the command of Captain Frank Wildes, is probably the second in fighting strength. She is now at Chemulpo, Corea. The Monocacy, six guns, under the command of Captain O. W. Farnholt, is an old gunboat, and will probably be sold as soon as possible. She is at Woo Sung, China, and her place will be taken by the Helena, formerly of the European station, and under the command of W. T. Swinburne. At Canton is the gunboat Petrel, four guns, under the command of Commander E. Wood. The cruiser Raleigh, 11 guns, under Captain B. Cogan, sailed on February 10 from Singapore to Hong Kong, and will remain at the latter place for quite a while.

The gunboat Concord, six guns, Commander A. Walker, completes the list of the Asiatic squadron. These ships are all available for use on the Pacific coast and should such heroic measure become necessary at a month's notice, 20 warships could get together for special purposes. This is a fleet which Spain could not match without concentrating her strength on this coast, which she is very unlikely to do.

Thus it can be seen that on this side of the United States there is no special cause for fear if war should break out. There is not the least danger of a hostile warship ever getting near enough inland to do any harm. It would be an act of suicide for a hostile vessel to enter the Columbia river, unless her nation had control of the Pacific ocean. Otherwise, she would be caught like a rat in a trap, and blown to pieces at ease.

### Woman's Life Crushed Out.

New York, Feb. 23.—Mrs. Arthur Levy, wife of a member of the wholesale clothing firm of Hays, Goldberg & Co., was instantly killed tonight in an elevator at the Holland house. The accident was due to the carelessness of the elevator boy.

### Secret Mission of a Spanish Officer.

El Paso, Tex., Feb. 23.—Much excitement was caused here today by the presence of an officer of the Spanish army. It is said he is on his way to the City of Mexico on a secret mission, which is supposed to be to enlist the services of the Mexican government, in the event of trouble between the United States and Spain.

The largest printing office in the world is in Washington, D. C.; it is for printing government documents.

Tortured by Turks. London, Feb. 31.—The News' correspondent at Constantinople tells a terrible story of murder and torture in the most horrible fashion of Bulgarians in Macedonia villages. Many have died under torture.

Prisoners Wounded in a Duel. Vienna, Feb. 21.—A duel was fought today between Prince Phillip of Saxony and Gotha and Lieutenant Mit-telbach. The prince was wounded severely in the right arm.

### ANOTHER RUMOR.

A Wounded Sailor Claims to Have Seen the Torpedo.

Washington, Feb. 21.—A wounded sailor in the marine hospital at Key West has told a New York Herald correspondent that while looking over the Maine's bows into Havana harbor just previous to the battle-ship's destruction, he saw an illuminated missile—apparently a torpedo—approaching in the water, and that before he could give the alarm the explosion occurred. If true, this story settles all doubts as to the destruction of the Maine having been the work of an enemy of the United States.

Later dispatches from Havana fail to confirm the rumor.

A joint resolution passed both houses of congress today, appropriating \$500,000 for the purpose of raising the Maine. Until this has been accomplished it is probable that the manner of her destruction cannot be definitely learned.

The feature of the day at the navy department was the large number of rumors of a warlike tendency that required attention and in every case contradiction. So formidable had grown the list that at the close of office hours Secretary Long was induced to make a statement, as the easiest manner of disposing at one time of all these stories:

"Really no information has been received, since Captain Sigbee's first dispatch, adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is abundant room for speculation, but no conclusion can be arrived at until an examination has been made by the divers, and more facts obtained. I rather think it was accidental."

### Viscaya Reaches New York.

New York, Feb. 21.—The Spanish armored cruiser Viscaya is in New York waters. She dropped her big anchor five miles south of Sandy Hook lightship at 5:30 P. M. When her officers and men learned of the startling disaster to the American battle-ship Maine, in Havana harbor and of the downfall of ex-Minister de Lome, they broke into a wild uproar of talk. For a couple of minutes all discipline on the great warship seemed to vanish to the winds. Men rushed below to tell their comrades on the lower decks.

Every policeman in this city was on duty today. Last night Chief McCullah sent orders to all police captains notifying them to report back to their precincts immediately after supper, and there to remain in service until further orders. This action, it is said, was taken in compliance with a request made to the police department by Theodore Roosevelt, assistant secretary of the navy, last night, that precautions be taken against a possible hostile demonstration upon the arrival of the Spanish cruiser Viscaya.

### Spain Buying Cartridges.

New York, Feb. 21.—An order for \$3,000,000 Mauser rifle cartridges, charged with antiprimer powder, has been placed with a powder firm in this city by the Spanish government. The order was given through a contracting agent, who has so far managed to conceal his identity. The powder, as its name implies, is smokeless. It is used by the Russian and German armies and England.

### Attempted to Lynch Zola.

Paris, Feb. 21.—There were riotous proceedings after the adjournment of court today, and Zola narrowly escaped being lynched by a mob. On leaving the palace of justice all the officers were acclaimed by a crowd outside the building, and General Pellieux, who descended the steps bareheaded, was given a great reception. Excitement was great with shouts of "Vive Zola!" The police were powerless to maintain order in the immense crowds, and several Jews were objects of insult and menace. There was a general fight. The mob threw itself on the Jews, yelling "Death to the Jews," "Throw the Jews into the Seine." Finally republican guards charged the rioters and cleared the square. The crowd fell back after the charge of the army, singing the "Marseillaise" and shouting "Spit on Zola!"

### THE NEVADA FOUND.

Was Burned to the Water's Edge in Lynn Canal.

Seattle, Feb. 21.—The steamers Queen and Humboldt, which arrived in Seattle Thursday morning, brought confirmation of the loss of the steamer Clara Nevada. The little steamer Rustler, sent out from Juneau to learn the fate of the missing steamer, found the blackened hull, burned to the water's edge, in about six fathoms of water, but in two days' cruising along the bleak shores of Lynn canal failed to discover a single sign of a survivor. The beach for miles was found strewn with wreckage of all descriptions.

### Floods in Palouse.

Palouse, Feb. 21.—The Palouse river was higher today than it has been for years, and the lower part of the town was flooded. The water reached the floor of the bridge on Main street near the depot and covered the street to a depth of nearly three feet for several blocks from the bridge. Houses and barns on the flats were surrounded by water, and one family living near the depot was forced to move out, the water reaching almost to the windows of the house.

## NONE LEFT TO TELL

Fifty Believed to Have Perished in Clara Nevada.

### NEWS OF DISASTER CONFIRMED

Accident Is Thought to Have Been Caused by an Explosion of the Vessel's Boilers.

Nanaimo, B. C., Feb. 21.—A special from Juneau, Alaska, under date of February 12, confirms the news of the loss of the Clara Nevada, and says:

The cause of the disaster was doubtless the explosion of her boilers. Of 50 people on board none is believed to have been saved. The wreck was discovered by Customs Inspector Marquand, of Juneau, who ordered the Rustler to Lynn canal, where the burning vessel had been seen. Wreckage bearing the name of the ill-fated vessel was found, but there was nothing to show the identity of the passengers.

It is thought she carried about 20 passengers, of whom two or three were women. Several were bound for Juneau and the balance for Seattle. Frank Whitney, of Cripple Creek, Colo., was known to be one of the unfortunates. Al Noyes, of Juneau, is also supposed to have been on the Nevada. This is all that is known of the victims.

The first report of the loss of the Clara Nevada was brought here on Monday evening by the crew of the steamer Islander, and was to the effect that on February 5 the inhabitants of Seaward City, a town 30 miles south of Skagway, saw the steamer off shore, ablaze from stem to stern, and that while the witnesses to the awful sight still watched the burning vessel a loud report, as of an explosion of boilers, was heard, and that afterwards nothing more was seen of the vessel or the luckless persons on board of her, but that the following day the beach in that vicinity was strewn with wreckage.

In the absence of details of the catastrophe there is now no way of learning the identity of the passengers. The crew, according to a dispatch from Seattle, whence the steamer sailed on her fatal voyage, was made up substantially as follows:

Captain, C. H. Lewis, of Portland. Pilot, Ed Kelly. First officer, — Smith. Second officer, Harry Bowen, of San Francisco. Purser, George Forster Beck, of Portland. Freight clerk, George Rogers. Chief Engineer, D. Reed, of San Francisco.

First Assistant, Thomas Williams. Second assistant, Mowry, of Seattle. Carpenter, W. A. Jacobs. Assistant carpenter, L. Boyle. Steward, O'Donnell. Mess boy, Frank Bowen. Two cabin boys, Perkins and Butler, also known as Tascot.

There were also aboard, whose names cannot be learned, four quartermasters, two sailors, three firemen, three coal-passers, one night watchman, assistant steward, four cabin boys, three cooks (Chinese) and two helpers.

### MISS WILLARD DEAD.

Founder of the W. C. T. U. Passed Away in New York.

New York, Feb. 21.—Miss Frances E. Willard, president of the Women's Christian Temperance Union, died shortly after midnight this (Friday) morning, at the Hotel Empire, this city. At the bedside of Miss Willard at the time of her death were her niece, Mrs. W. W. Baldwin; Mrs. L. M. Stevens, vice-president of the W. C. T. U.; Miss Anna M. Gordon, Miss Willard's secretary, and Dr. K. Hill.

Miss Willard had been ill for three weeks. There will be funeral services in New York city, and later in Evanston, Ill., Miss Willard's home, where the body will be taken.

(Miss Frances E. Willard, founder and for four years president of the World's Woman's Christian Temperance Union, and president of the National Woman's Christian Temperance Union 12 years, was born September 28, 1829, at Churchville, N. Y. She was a graduate of the Northwestern university, Chicago. She took the degree of A. M. from Syracuse university. In 1862 she was professor of natural science at the Northwestern female college, Evanston, Ill. In 1866-1867 she was presbytery, Lima, N. Y., and in 1868-1870 she traveled abroad, studying French, German, Italian and the history of fine arts, visited nearly every European capital, and went to Greece, Egypt and Palestine. In 1871 she was president of the woman's college of Northwestern university, and professor of aesthetics; she was elected corresponding secretary of the N. W. C. T. U. in 1871, and in 1877 was associated with D. L. Moody in revival work in Boston. She became president of the Illinois W. C. T. U. and editor of the Chicago Daily Post in 1878, and in 1879 was chosen president of the National Woman's Christian Temperance Union, which position she has since held. Miss Willard was an author of much distinction, and wrote a number of books.

### Floods in Palouse.

Palouse, Feb. 21.—The Palouse river was higher today than it has been for years, and the lower part of the town was flooded. The water reached the floor of the bridge on Main street near the depot and covered the street to a depth of nearly three feet for several blocks from the bridge. Houses and barns on the flats were surrounded by water, and one family living near the depot was forced to move out, the water reaching almost to the windows of the house.

## EXPECTED TO BE BLOWN UP.

Prediction of One of the Men on the Battle-Ship.

Detroit, Mich., Feb. 19.—A special to the News from Bay City, Mich., says: A letter was received today from Elmer Meistrup, a gunner on the Maine, dated February 11, in which Meistrup wrote that he would not be surprised if they should be blown up any day; that the ship was surrounded with torpedoes and could not leave the harbor without the consent and direction of the Spanish authorities.

Meistrup's letter says: "The Spaniards have a couple of gunboats and a cruiser and there are two German gunboats. The guns of Morro castle are pointed at us as I write. The whole bottom of the harbor is covered with torpedoes, so, if they did not want to let us out, we would not be able to go very well. We are lying between the Spanish and German men-of-war, and they have picket boats out all night watching us."

In a letter of February 7, Meistrup says: "Don't look for any trouble unless something very unexpected should happen."

In a letter of January 15, Meistrup told of an accident aboard the cruiser Marblehead, when five men were injured by a shot. Commenting, he says: "It is a wonder some of the ships don't blow up; they are so careless."

These letters were addressed to the writer's mother, Mrs. James Meistrup.

### Messages of Condolence.

Washington, Feb. 19.—A number of messages have been received at the state department from foreign governments, expressing regrets in connection with the Maine disaster. Among them are the following:

"Secretary of State: I have the honor to inform you that I am commanded by the queen to convey to the president the expression of her majesty's sympathy with the American people on the occasion of the sad disaster which has befallen their navy by the loss of the battleship Maine and the members of her crew. I request that you will be good enough to transmit the above message to its high destination. I have the honor to be, with the highest consideration, your most humble servant.

"JULIAN PAUNCEFOTE." Berlin, Feb. 19.—To the President of the United States, Washington: "Let me express my sincere sympathy to you and your country at the terrible loss of the Maine and the death of so many brave officers and men."

"WILLIAM III." Secretary Long received the following cablegram from the Russian minister of marine at St. Petersburg: "I have just received the news of the Maine's terrible disaster. I beg you to accept my own and the Russian navy's sincere sympathy.

"VICE-ADMIRAL P. TYRLOW." "Minister of Marine." Secretary Long received the following during the day: "I regret with all my soul the terrible catastrophe of the Maine, and send my condolence for the victims and their families. The Spanish navy is in mourning for the American navy."

### "SOBRAL." "NAVAL ATTACHE, SPANISH NAVY."

### WRECK OF THE FLACHAT.

Only Surviving Passenger Tells of the Disaster.

Tenerife, Canary Islands, Feb. 19.—M. Munoz, the only surviving passenger of the Campagnie Generale Transatlantique steamer Flachat, bound from Marseilles for Colon, that was wrecked at Anga point, this island, early yesterday morning during thick weather, says:

"When the Flachat grounded, her engineers left off the steam and thereby prevented the boilers from bursting. The passengers, under charge of the doctor and the second officer, were shut up in the deckhouse under the bridge. The captain ordered the boats out, but the vessel took a heavy list to port, and three of the port boats were carried away by a heavy sea directly after launching. An attempt was then made to launch the starboard lifeboat, and after working steadily from 2 till 6 in the morning, it succeeded.

"Those on board made a rush and 60 jumped into the sea in an endeavor to reach the boat. Only 16 succeeded, and two of those were washed out. The boat was full of water, and it was impossible to use the oars. After half an hour the steamer Sarrise arrived and picked up the 14 in the boat.

"There were still about 40 people on the wreck, but when the Sarrise returned from Santa Cruz not a soul was to be seen, and the sea was washing over the wreck. The captain and officers did their best, but owing to the mountainous sea it was impossible to save the women and children. All were obliged to jump to save their lives. The captain was in bed when the vessel struck, and the second officer was in charge."

The fastest railroad in the world is "the Flying Welshman"; its fame has extended around the globe.

### SENATE OPPOSES IT.

Action in the Upper House on the Kansas Pacific Sale.

Washington, Feb. 19.—After a spirited debate, occupying more than two hours, the senate, today, by a vote of 34 to 29, agreed to the resolution of Turpie declaring the senate's opposition to the sale of the Kansas Pacific.

The only reference thus far made to the Maine disaster was in the form of a resolution introduced by Allen, as follows:

## A COURT OF INQUIRY

Investigation Into Cause of Maine Disaster Begun.

### MANY ABSURD RUMORS AFLOAT

Wreck Will Be Rated—Burdial of the Dead and Caring for the Wounded—Expressions of Sympathy.

Washington, Feb. 19.—The government has settled back into a waiting attitude in respect to the terrible Maine disaster in Havana harbor. The great disaster caused by the news has given way to a calmer and more judicial state of mind, and, realizing from the events of the day that the court of inquiry is the sole dependence in the search for the cause of the Maine's disaster, the naval officers are now resigned to await the results of that inquiry by a court opened today by the navy department.

There was little news to add to the sum of information as to the disaster received during the forenoon. No telegrams came, and the only news gleaned was a denial of some absurd story or other that had crept into print or become current gossip. All the news of the day came in the late afternoon in the shape of Captain Sigbee's report of the authorization of the funeral of his dead sailors, and General Lee's graphic story of the terrible struggle for life in the dark hull of the Maine. The officials at the navy department devoted the day to the effort of correcting the list of living and dead, to answering frantic telegraphic appeals from relatives of men on the battleship, and last, but not least, in meeting with unwavering courtesy and patience the exacting demands upon their time by the press reporters.

The disposition of the survivors, Captain Dickens, acting chief of the navigation bureau, has arranged for as well as could be done from this distance. The wounded sailors in the Havana hospitals, on the Spanish flagship and elsewhere, when not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy anything and everything necessary, food and delicacies, and hire nurses and physicians. The wounded able to get across to Key West will be taken care of in the marine hospital there. The sound survivors will be quartered in the army barracks there.

As for the Maine herself, notwithstanding discouraging reports from Lieutenant Howe as to her condition, the navy department will try to raise her. They say they are bound to remove the hull from the small harbor, in any case, and it may be as easy, or easier, to raise her as it would be to destroy the hull and machinery by the use of divers and dynamite. It is believed the work can be done by private wrecking corporations, and negotiations are already afoot for placing the contract, based on work by the day, at an estimated cost of \$200,000.

At the navy department specific denial was given of the report emanating from Madrid that a torpedo boat was about to leave Key West for Cuba. It was stated that only two torpedo boats, the Cushing and Ericsson, are at Key West, and these have not been ordered, and will not be ordered, according to the present plans, to Cuba. It was strongly asserted that no present purpose existed of sending another warship there.

On the streets there was noticeably less excitement than yesterday, when the people were loth to believe that the loss of the Maine could be traced to other than Spanish sources.

All the flags throughout the city, including those in the capitol and the department buildings, are flying at half-mast, and among the others is conspicuously that of "Cuba libre," which flies from the staff of the Hotel Raleigh, the headquarters of the Cuban junta.

### Believes a Harvey Torpedo Did It.

Chicago, Feb. 19.—Emil Gathman, the inventor, believes the Maine was destroyed by a Harvey torpedo. He is conversant with Havana harbor, and from personal examination is familiar with the equipment of the Maine. Mr. Gathman served two years as a naval apprentice aboard the training-ship Portsmouth when Captain Sigbee was her commander. Three years ago he was a member of the engineering corps which conducted the second trial trip of the Maine.

### The Insistence of Weyler.

Barcelona, Feb. 19.—Lieutenant-General Weyler, who arrived here today, expressed the opinion, in the course of an interview, that the disaster which had befallen the United States warship in Havana was due "to the insistence of her crew." He announced his intention to ask the government's permission to go to Havana and stand as a candidate for the chamber of deputies for the Havana district.

### Divers and Wrecking Gear.

Key West, Feb. 19.—The coast survey steamer A. D. Bache arrived this afternoon from Dry Tortugas in command of Lieutenant Barnet. Early tomorrow morning she will leave for Havana, taking divers and such wrecking gear as is obtainable.

### Major Myrick Not Surprised.