

## CURRENT EVENTS OF THE DAY

### Epitome of the Telegraphic News of the World.

## TERSE TICKETS FROM THE WIRES

An interesting collection of items from the New and the Old World in a condensed and comprehensive form. The Bethlehem Company's steel mill, giving employment to 1,000 hands, has resumed work, after an idleness of some months.

The Carpenter Steel Company, of Reading, Pa., is working a double turn on orders for the navy department for steel projectiles.

W. J. Scanlan, the once famous Irish actor, died of paresis in a New York insane asylum, where he had been confined for five years.

Owing to the demand for the Klondike trade, Northwest shipbuilders report an unusual activity in their line, many of them refusing further contracts.

Luther C. Billings, pay director in the United States navy, has been found guilty of falsehood and scandalous conduct by a court martial at Washington, and sentenced to dismissal from the service.

The Great Commonwealth Development and Mining Company has applied to the Dominion parliament for a railroad charter from Edmonton to the Alaska line by way of Peace, Laird and Pelly rivers.

The board of directors of the Eastern Oregon & Washington Firemen's Association have met in Walla Walla and selected La Grande as the place for holding the next annual meeting and tournament of the associations, June 14, 15 and 16.

Western roads have assumed the aggressive in the war with the Canadian Pacific road. They have thrown that road out of the Western immigration clearing-house. The effect of this action will be that the Canadian Pacific will be shut out from participation in immigrant travel arriving at New York or Boston.

A sweeping reduction of over \$8,000,000 from the amount carried in the current law is made in the sundry civil appropriation bill, reported to the house Tuesday. The aggregate appropriation carried being \$44,749,893. The total is \$13,234,341 less than the regular and supplementary official estimates made for the fiscal year 1899, and \$5,861,880 less than the appropriations made for the current fiscal year.

A Port Townsend, Wash., dispatch says: As a consequence of the unfavorable criticism that has followed the sinking of the steamer Clara Nevada and the trouble which attended the departure of the North Pacific, the north, carrying gold-seekers, Colonel Hnestis, collector of customs, has determined to compel vessels bound for Alaska to carry only the number of passengers allowed by the federal permit.

The new wharf at Tampon, constructed by the Central railroad, under government supervision, was totally destroyed by fire Sunday. The cause of the fire is unknown. The construction of the wharf was commenced in July, 1897, and it was to be one of the finest on the Pacific coast. Its length was 2,575 feet, and all is burned. The custom-house under construction and nearly completed, was damaged to the extent of about \$800,000. The total loss on wharf, custom-house and merchandise is nearly \$2,000,000, fully insured.

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 Dalles land district of Oregon.

Authentic reports have reached Shanghai of recent date, which hold that 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 Yonkison creek, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$60,000. It will be remembered that a \$40,000 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 chairman of the committee, 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 Woolford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senator Canalejas. This disavowal, 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.

Lord William Neville, fourth son of the Marquis of Abergeeny, 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.

The supreme court of Illinois has rendered the decision in affirming the decision of the appellate court, which held that the stockholders were liable. The case is remanded to the circuit court to prove up what is due the committee, to compel the stockholders to show the true value of their stocks, and then to command them to pay to the creditors the balance due. The amount involved is said to be something like \$1,000,000, though the exact amount has never been ascertained. The case has been in the courts of Illinois for several years. An adverse decision was at one time rendered.

## RECOVERING THE DEAD.

Special Telegraphic Service Has Been Relieved of Its Burden.

Washington, Feb. 23.—Today's developments in the Maine disaster were of a negative character, greatly to the disappointment of a considerable number of persons, who were looking for some startling discovery by the divers working in the sunken hull.

What threatened to be another international incident growing out of certain alleged utterances by Lieutenant-Commander Sobral has been dismissed summarily as shown by the following statement given out at the department of state.

"The department of state learns from the Spanish charge d'affaires that Lieutenant-Commander Sobral, to whom unfavorable utterances respecting the discipline of the United States navy had been attributed in a newspaper in Havana, has been appointed as naval attaché to the Spanish legation in the United States some time ago, his successor, Lieutenant-Commander Don Ramon Carranza y Rogera having been appointed on the 24th of January last in his capacity."

Very serious reasons, Captain Sigbee has on Havana is making the most strenuous efforts to hasten the recovery of the bodies, probably 100 in number, still imprisoned in the wreck of the Maine.

It was a knowledge of the captain's desire that probably led Consul General Lee to inform the navy department of the need of more divers. This had the desired effect, for the navy department took action to send more help.

Admiral Sicaud telegraphed from Key West this afternoon that he had sent two divers to Captain Sigbee and asked if that was sufficient.

The acting chief of the navigation bureau, Captain Dickens, at once took the sensible course of directing the admiral to put himself in communication with Captain Sigbee and learn his needs at first hand. The business of the navy department is getting back to its normal condition, as is evidenced by the fact that an order has been issued to discontinue the special telegraphic service which was established with Key West, and hereafter the office at that place will close at 10 o'clock at night, as formerly.

Commander Forsythe, the commandant at Key West, has also asked permission of the department to stop his daily bulletins, and this has been granted, with an understanding that he will report all deaths that may occur among the sufferers in the hospital there.

The exchange of official condolences still continues. Today, Secretary Long telegraphed as follows to Captain Enlate:

"Commanding Officer of the Spanish Cruiser Vizcaya, Tompkinsville, N. Y.—I have the honor to acknowledge the receipt of your telegram of condolence for the loss of the Maine and to thank you for the expression of sympathy."

A cablegram from Vice-Admiral Spann, at Vienna, expressive of sympathy for the terrible disaster to the Maine.

The social courtesies which the government has shown to the crew of the Vizcaya have been abandoned on account of the Maine catastrophe.

As a result of the stay of the Vizcaya at New York probably will be materially shortened, and she is likely to sail within the next three days.

The ship will probably proceed direct to Havana, not stopping at Charleston or other ports, as had been suggested during the earlier preparations. The Vizcaya will not call at New York, according to the understanding here, nor will it be necessary for her to make one before reaching Havana.

This determination gives relief to the authorities, as the taking of coal in time of public excitement is attended with more or less risk, the coal affording an opportunity to extremists for the secretion of explosives, and the utmost precaution that may be taken.

Numerous letters and telegrams have been received at the department from individuals desiring to join the navy, asking to be enlisted immediately. A telegram was received this morning from an organization in Detroit offering the immediate services of 10,000 citizens of that city in case of war. Patriotic offers also have been received from other places.

Owing to the delicate situation, the board of inquiry, which is now in session, has decided to make no reference whatever public. It is not known what the testimony may develop or when, and it is only fair to the Spanish government not to tell the public the testimony until all has been received and the findings have been considered.

Intensely Indignant.

Dayton, O., Feb. 23.—Great indignation was shown toward the Spaniards today. The National Cash Register Company is holding a convention of agents from all over the world, and among other countries Spain is represented. In Detroit, where workmen of the state and hope and ambition to become intelligent producers and taxpayers—to become useful and virtuous citizens."

It Depends on the Verdict.

London, Feb. 22.—The Madrid correspondent of the Standard says: The government is now convinced that the Maine disaster, instead of estranging, will tend to improve relations between Spain and the United States.

Sunday Activity at Norfolk.

Norfolk, Va., Feb. 20.—Workmen at the Norfolk navy-yard have been engaged all day on repairs to the monitors Terror and Puritan. A draft of men for the latter vessel arrived today. Naval officers deny the rumors of trouble.

Court Taken to Havana.

Key West, Feb. 22.—The lighthouse tender Mangrove, carrying the members of the court of inquiry in the Maine disaster, left for Havana this afternoon. The Mangrove will stop at Tortugas to take on board Captain Henry C. Taylor, of the Indiana. She carries also air pumps, electric lights, etc., for the divers.

All the land above sea level would not fill up more than one-third of the Atlantic ocean.

## BANKRUPTCY BILL PASSED

### House Adopts It by a Majority of Twenty-Four.

## SUBSTITUTE FOR NELSON BILL

It Contains Both the Voluntary and Involuntary Features—Amendments Defeated—Vote Stood 157 to 87.

Washington, Feb. 22.—After four days of consideration, the house today passed the bankruptcy bill, reported by the committee on judiciary as a substitute for the Nelson bill, passed by the senate at the extra session last summer. The bill is known as the Henderson bill, and contains both the voluntary and involuntary features. It is considered less drastic than the measure passed by the last house by a vote of 157 to 87. The involuntary feature, however, has but 16 articles. Today a motion to strike out the involuntary features was defeated by a majority of 23, the vote being, yeas, 158; nays, 125. Eighteen Republicans voted against the bill and 12 Democrats for it. The Populists, with one exception, voted against it.

## CANAL IS FEASIBLE.

Conclusions of Engineer Cooley, on His Return From Nicaragua.

Chicago, Feb. 22.—That the Nicaragua canal, in the general plans of the Warner Miller Maritime Company, is entirely feasible, and that the difficulties have been greatly overestimated; that there is no reason why contractors on the Chicago drainage canal should not undertake the work of construction, and finally that the harbors of Greytown on the Atlantic side, present no difficult engineering problems which cannot be solved at a reasonable cost, are the conclusions of L. E. Cooley and E. F. Cragin, who returned to Chicago last night from their trip through the canal in American states. They were enthusiastic over the possibilities of the canal. Mr. Cooley made the following comparison between the Chicago drainage canal and the Nicaragua canal:

Chicago, Nicaragua	
Rock excavation, yds.	13,000,000
Earth excavation, yds.	34,000,000
Excavation, yds.	47,000,000
Dredging, yds.	81,000,000
Total	175,000,000

Mr. Cooley's remarks about the engineering agreement over the feasibility of the plans for the canal in their general outlines probably foreshadow the report of the United States commission. The remark by him that the two governments would give anything to any body who would build the canal is significant, as the concessions of the Maritime company expire in 1900 and 1901.

## A NEGRO'S ADVICE.

While Closing Ballot Box Against Ignorant, Open the Schoolhouse.

New Orleans, Feb. 22.—Booker T. Washington, the prominent colored leader and educator of Tuskegee, Ala., in an open letter to the constitutional convention now in session in this city, in which, after explaining the motives which prompt him to address the convention, among other things, says:

"Since the war, no state has had such an opportunity to settle the race question, so far as concerns politics, as is now given to Louisiana. It is a negro's advice to you that it is necessary to the salvation of the South that restriction be put upon the ballot. I know you have two problems before you; ignorant and corrupt government on the one hand, and on the other, a war to restrict the ballot so that control will be in the hands of the intelligent, without regard to race. With this sympathy with you in your effort to find a way out of the difficulty, I want to suggest that no state in the South can make a law that will provide an opportunity or temptation for an ignorant white man to vote, and withhold the same opportunity from an ignorant colored man, without injuring both men. Any law controlling the ballot that is not absolutely just and fair to both races will work more permanent injury to the whites than to the blacks."

"I beg of you further that in the degree that you close the ballot-box against the ignorant, you open the schoolhouse. More than one-half of the people of your state are negroes. No state can long prosper when a large percentage of its citizenship is in ignorance and poverty, and has no interest in government."

"Let the very best educational opportunities be provided for both races, as provided in this enactment of an election law that shall be incapable of racial discrimination, at the same time providing that in proportion as the ignorant secure education, property and character, they will be given all the rights of citizenship. Any other course will take from half your citizens interest in the state and hope and ambition to become intelligent producers and taxpayers—to become useful and virtuous citizens."

Overproduction of Oil.

Los Angeles, Feb. 23.—It is stated that the overproduction of oil in the Los Angeles oil fields at the present time is nearly 500 barrels a day.

Drowned Near Victoria.

Victoria, B. C., Feb. 23.—Harold Scott, a young Englishman, who lives on one of the adjacent islands, and was drowned in the straits on Saturday by the capsizing of his boat.

Federal Court Reversed.

Washington, Feb. 23.—In the case of William G. Rice and others, under indictment in Texas for violating the anti-trust law of that state, the United States supreme court today held that the federal circuit court had interfered in granting a writ of habeas corpus when no proper exigency arose for such interference, and therefore reversed the decision, remanding the prisoners to the custody of the state officials. The court did not enter upon the merits of the anti-trust law.

Albuquerque, N. M., Feb. 23.—Central and Southern New Mexico are infested with cattle and sheep thieves, and trouble is anticipated on ranges east and south of this city, for the stockmen are organizing and intending to rid themselves of these depredators. M. T. Moriarty, a shepherder in the Chilliivi village, where there are over 200,000 sheep, says that the big flocks are being greatly diminished and that the officers appear powerless to stop the lawlessness.

Denver, Feb. 23.—Special Master Cornish today sold under first mortgage foreclosure the road and appurtenances of the Denver & Pacific Railway & Telegraph Company. The property was bought by Lawrence Greer, on behalf of the reorganization committee for \$2,000,000. There was no other bidder.

John Leonard, convicted of the murder of Jacob Malquist, July 18, 1896, was for the third time sentenced to be hanged at Colfax, Wash. The date of execution was fixed for March 25. Leonard had intended to make a statement, but was too nervous to speak.

## NEWS FROM SKAGWAY.

Miners and Packers Resist Troops—Several Shootings Afloat.

Victoria, Feb. 23.—Three steamers, the Danube, the Thistle and the Tees, returned today from Skagway, each with a few Dawsonites on board. There was very little gold on board and no late news. Passengers from Skagway bring news of blockade of the Dyea trail by miners and packers, who resisted the demand of a detachment of United States troops to go over the trail before them. It was feared at Dyea that trouble would arise over the affair.

Another shooting affair occurred at Skagway in front of a saloon. Tom Ryan shot and wounded a newcomer, whose name was not given. Ryan was promptly arrested and taken to Sitka for trial.

Mike Quinlan, formerly of Minneapolis, has been appointed marshal of Skagway. A jail is being provided.

Two men, whose names are not known, were detected robbing a cache at Sheep Camp, and one of them, while trying to escape, turned and fired at his pursuers, who returned his fire and dropped to the ground. Thinking that he had killed them, the fugitive turned the revolver on himself and sent a bullet through his brain. The other man was taken back to Dyea, with a placard on him, setting forth that the greatest watch ever made in the world.

Complaints are being made at Skagway in relation to the number of men arriving there by each boat without means of subsistence.

Among the returning Dawsonites was George Beldon, one of the last men to go up the Yukon last fall. He was one of a syndicate which purchased the little steamer from the Creek mission for \$10,000, and made an attempt to reach Dawson, but got only to Circle City, where the boat stuck in the ice. Beldon made his way by dog sled to Dawson and thence to the coast.

## TO FIGHT FOR THEIR FLAG.

British Troops Are Ready to Leave for Africa.

London, Feb. 23.—Great activity is manifested at the colonial office in the West African department, and among high military officers who are going out to Lagos Hinterland. The latter are inclined to discredit the news which reached the Akassa Niger coast protectorate yesterday to the effect that two French expeditions are advancing toward Sokoto, and are endeavoring to take that name, which is within the British sphere of influence, but add that if the news should be confirmed it must be followed by a declaration of war.

London, Feb. 23.—The St. James's Gazette, commenting on the West African crisis, says:

"If the invasion of Sokoto is directed from Paris, it admits of but one interpretation. It would appear that the French cabinet, foreseeing revolutions which would be caused by the trial of Zola, had determined to bring affairs in Africa to a crisis to secure a renewal of its popularity."

## ON AMERICAN SOIL.

Another Wonderful Strike Made in the Yukon District Below Dawson.

San Francisco, Feb. 23.—News has reached here from Dawson City of a rich strike on American creek, 130 miles north of the Yukon river. The dispatch adds that 75 men left Dawson for the new diggings, which are on American soil, 25 miles across the boundary line.

## Two Millions in Mines.

Tacoma, Feb. 23.—Joseph Ladue, recently from the northern gold fields, says:

"The North American Transportation & Trading Company is the only one making claims in the Klondike. I understand that they are employing agents for the Rothschilds. I met Mr. Cudaly on the train from Chicago to San Francisco, and he told me that they had just received \$400,000 in drafts which had been given in payment for claims there. He said the company was acting as agent in purchasing, and I learn that the Rothschilds are preparing to spend \$2,000,000 for the purchase of mines. It looks a little as though the great English banking house would make stupendous efforts to control most of the claims on the Klondike."

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## 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 is 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 the water, and the family living near the depot were forced to move their property reaching almost to the windows of the house.

## Regarded as Serious.

London, Feb. 21.—The dispatches from the American correspondents of the morning papers all commented on the serious aspect of affairs between the United States and Spain, but generally expressed the opinion that President McKinley's influence will be sufficient to avert a conflict.

Cincinnati, Feb. 21.—The big Niles toolworks at Hamilton, O., is turning out 12-inch mortars for the government ships as fast as possible. Within the last two days the work has been greatly hastened, to all appearances.

## FIFTY LIVES WERE LOST

### News of the Wreck of the Clara Nevada Confirmed.

## CAUSED BY BOILER EXPLOSION

Nothing But Some Wreckage Bearing Name of the Ill-fated Ship Found—Identity of Passengers Unknown.

Nansimo, 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 survived. The wreck was discovered by Customs Inspector Marquam, 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 one of the unfortunate. All 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 Seward 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 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, H. Lewis, of Portland. Pilot, Ed Kelly. First officer, Harry Smith. Second officer, Sam Bowen, of San Francisco. Purser, George Forster Beck, of Portland. Chief clerk, George Rogers. Chief Engineer, D. Reed, of San Francisco. First Assistant, Thomas Williams. Second Assistant, Moser, of Seattle. Carpenter, W. A. Jacobs. Steward, O'Donnell. Steward, Frank Bowen. Two cabin boys, Perkins and Butler, also known as Tascot.

There were also aboard, whose names cannot be learned, four quartermasters, two stokers, 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 Evansville, 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 secretary of the National Woman's Christian Temperance Union 12 years, was born September 28, 1839, at Churchville, N. Y. She was a graduate of the Northwestern university, Chicago. She took the degree of A. M. from Syracuse university, and was professor of natural science at the Northwestern female college, Evanston, Ill. In 1866-1867 she was preceptress of the Geneva Wesleyan seminary, Lima, N. Y., and in 1868-1870 she traveled abroad, studying French, German, Italian and the history of the arts and letters of 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 1872 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.

## Commander Barnett's Views.

Investigation May Show the Magazine Destroyed by a Torpedo Did It.

Havana, Feb. 22.—Lieutenant-Commander Barnett, 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 magazine was destroyed by a torpedo, 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 Childwick 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 divers and apertures 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.

## No Word of Missing Fishermen.

Marquette, Wis., Feb. 22.—Nothing has been heard from the 12 fishermen who started from the Green Island fort this city Saturday. The storm has been so severe that no one has ventured on the ice today. Friends of the missing men believe they must have found shelter in some of the shanties on the bay. The Green Bay stage, which left here yesterday, has not been heard from. It should have reached its destination last night. There were five passengers and a driver. All trains today were six and seven hours late.

## QUESTION OF IDEMITY.

Frederick R. Couderc Interviewed on the Maine Matter.

New York, Feb. 22.—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 these 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 the vessel from entering. 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 vessel watch over every minute while she was 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, and France did not blame Italy. Italian soldiers were killed by a mob several years ago at New Orleans. Italy was justified in demanding an indemnity, which she received, because the men who were 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. 22.—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 is a disgraceful insult. They say that there was an accident, it is soothed Spaniards into a feeling of security for the time being, but if no action is taken, not a man among them will again pay the deck of an American man-of-war, but if justice is meant, it will be done, and they will 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 sailor said, "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 anchor and move to a position 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 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 wounded men, their shouts of those fighting for progress and the means of those hemmed in to die by fire or by drowning."

## 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 insolence 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 insolence 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. 22.—The coast survey steamer A. D. Bache arrived this afternoon from Dry Tortugas in command of Lieutenant Barnett. Early tomorrow morning she will leave for Havana, taking divers and such wreckage gear as is obtainable.

## Major Miskin Not Surprised.

Savannah, Ga., Feb. 19.—Major John R. Myrick, of Fort Wadsworth, N. Y., here attending the Carter court-martial, said today that he was not surprised at the explosion on