

# The Daily Astorian

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FULL ASSOCIATED PRESS REPORT.  
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## Klondike Supplies

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AND  
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Foard & Stokes  
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and  
Calendars  
For  
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## LOSS OF LIFE IS APPALLING

### Of the Maine's Crew 258 Met With Death.

## MANY VIEWS ENTERTAINED

### Statements From Naval Officials Hint at Base Treachery.

## THE MAGAZINE ALWAYS KEPT LOCKED

### Events Go to Show That the Terrible Disaster Was the Work of Demons and War May Ensnare.

## TWO HUNDRED AND FIFTY-EIGHT WERE KILLED.

HAVANA, February 16.—Out of 354, the total number of the crew of the battleship Maine, but 96 escaped with their lives from the terrible explosion which occurred aboard the vessel last night. The remaining 258 are known to have perished with the ship.

## STATEMENT OF CAPTAIN SIGSBEE.

HAVANA, February 16.—Captain Sigsbee was interviewed this morning by a correspondent of the Associated Press with reference to the cause of the explosion, and said: "I cannot determine the cause, but competent investigators will decide whether the explosion was produced from an interior or an exterior cause. I cannot say anything until after such investigation has been made. I will not, and cannot, conscientiously anticipate a decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Washington, Feb. 16.—Tonight, after a day of intense excitement at the navy department and elsewhere, growing out of the destruction of the battleship Maine, in Havana harbor last night, after the exchange of a number of cables between Washington and Havana, the situation can be summed up in the words of Secretary Long, who replied, when asked, as he was about to depart for the day, if he had reason to suspect that the disaster was the work of the enemy: "I do not; in that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself, I certainly cannot. I should think from indications, however, that there was an accident and that the magazine exploded. How that came about I do not know. For the present, at least, no other warship will be sent to Havana."

The appalling nature of the disaster, and the gravity of the situation that would arise should an investigation give basis for an undercurrent of suspicion of treachery and foul play, that ran through all minds had a sobering effect upon public men of all shades of political opinion. The fact stands forth, and it is little less than remarkable in that not a single resolution was introduced, or a single speech made in either house of congress, save one of condolence with the families of the killed, offered by Mr. Boutelle, and adopted by the house of representatives.

Public men express their opinions with reserve when approached, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed.

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation.

do, or the explosion of a mine beneath the ship.

The large majority of the naval officers are inclined to believe that the explosion resulted from spontaneous combustion of the coal bunkers by the overheating of the partitions between the boiler and the magazine, or the explosion of the boiler, though the last theory finds little support. A list of the survivors that came to the navy department this afternoon in answer to telegrams was inaccurate, and made the loss eight more than the summary originally given by Captain Sigsbee in the earlier telegram; so Secretary Long telegraphed for another corrected list and also one that should show who were and who were not wounded of the survivors.

It was found necessary to do this, owing to the great number of pitiful appeals for information as to the safety of the unfortunates on the Maine that came from all parts of the country.

Naval constructors, in light of the dispatches thus far received, say it is by no means certain that the Maine cannot be raised and again carry the flag. They say that, while she is a big ship, others as large have been raised, and at Havana the new floating drydock would receive her if she could only be gotten above water.

## LOOKS LIKE TREACHERY.

Washington, Feb. 16.—Naval officers cannot agree upon any theory to account for the destruction of the Maine. Perhaps the majority are inclined to the belief that the explosion was purely accidental. Another considerable number feel that a torpedo was exploded under the vessel, and a third theory is that some infernal machine was smuggled aboard the ship and set off. In the present lack of knowledge, it is not thought possible to say toward which theory the balance of probability inclines.

There was no smokeless powder on board the ship and the ten-inch ammunition was made up of brown prismatic powder. Not only is this powder most carefully packed in hermetically copper cases, but its heat resistance qualities are so great that it cannot be ignited by the flame of a match, six hundred degrees Fahrenheit being the amount of heat that must be applied for some time to set off the powder. The Maine had three magazines. The one forward was used for the storage of ammunition weighing 15,000 pounds. This quantity of explosives is so large that naval officers here can scarcely believe it was possible for any human being on board to have escaped had the magazine exploded entirely. In its vicinity a sentry stands on duty continually. The doors are closed hermetically except when the ship is cleared for action. At 8 o'clock every night the temperature is taken and the keys of the locked door are placed in the captain's hands for the night. The records of the navy department show that 57 degrees was the maximum temperature in the Maine's magazine during the past month—a very low and safe temperature. These facts make it extremely difficult to account for the explosion.

## THINKS WAR WILL FOLLOW.

Chicago, Feb. 16.—Commander J. E. Montgomery, once of the United States navy, commanding officer of the confederate fleet during the civil war, and the man who raised the frigate afterwards the ram Merrimac, was very emphatic today in declaring the sinking of the battleship Maine in Havana harbor to be the result of treachery and an act without parallel in the world's history. In his opinion war must inevitably follow.

## THE TWO MISSING OFFICERS.

Washington, Feb. 16.—The two officers of the Maine unaccounted for, and who it is feared are dead, are Lieutenant (junior grade) F. P. Jenkins and Assistant Engineer Darwin D. Merritt. Jenkins was born in Allegheny City, June 25, 1865, and appointed naval cadet September 25, 1882, by Representative Boyce, of the Twenty-third congressional district. After a short cruise on the Atlanta he was graduated June 11, 1888, after which he served successfully on the Galena, Kearsarge and Sumatra. He was attached to the coast survey and served with it until February, 1890, when he was again ordered to sea on the gunboat Bennington. From June, 1890, to September, 1895, he was on ordnance duty at the naval proving grounds at Indian Head, Md., and in September, 1895, he was ordered to the battleship Maine, and since has been attached to the vessel. He reached his present grade of junior lieutenant in 1897.

Assistant Engineer Merritt was born at Red Oak, Montgomery county, Iowa, April 11, 1872. He was appointed to the naval academy September 19, 1891, graduating at the head of his class four years later. He went to sea on the Amphitrite and was subsequently transferred to the Indiana, and received his final graduation July 1, 1897. After a short service at the New York navy yard he was ordered to the Maine, in September, 1897.

## SPANIARDS EXPRESS DEEP REGRET.

Washington, Feb. 16.—The news of the Maine disaster was learned at the Spanish legation with horror and occasioned many expressions of profound regret and condolence. Early in the day Senor Dubosc, Spanish charge d'affaires, received a message from Captain-General Blanco, which had been filed at Havana at 2 o'clock this morning, as follows:

"With profound regret I have to inform you that the American ship Maine, in this harbor, blew up, an undoubtedly chance accident, believed to have resulted from an explosion of the boiler in the dynamo. Immediately following the accident all disposable elements of the capital hastened to the spot to extend every aid possible. These included a force of the marine fire brigade and all the generals in Havana, among them my chief of staff. There have been deaths and wounded. I have sent an aide-de-camp to offer every assistance to the North American consul that he may wish. I will forward further details as they become available. (Signed) Blanco."

Senor Dubosc expressed the most profound regret at the occurrence. When asked if the disaster could have any adverse effect upon the relations between Spain and the United States he responded with a decided negative and the statement that the affair was wholly an accident.

Senor Dubosc hastened to the state department soon after receiving the Blanco cablegram for the purpose of expressing his deep condolence to the authorities and of communicating Captain-General Blanco's dispatch to Secretary Sherman and Mr. Day, assistant secretary. To both of them he expressed personally and officially the most profound regret. Members of the Spanish legation called at the navy department and left their individual cards as an expression of their personal condolence.

The Spanish naval attaché, Senor Sebral, who is in New York, sent a telegram to the secretary of the navy expressing profound regret at the news of the loss of American naval companions.

## THE NEWS IN MADRID.

Madrid, Feb. 16.—The following semi-official note has been issued: "The news of the disaster to the Maine has caused a painful impression in Madrid. It was at first feared that there had been some act of imprudence to which the catastrophe was attributable. Afterwards, as details arrived, these fears were dispelled, giving way to feelings of sympathy and sorrow for the misfortune which has occurred. The Captain-General, the commandant of the arsenal, the sailors of the cruiser Alfonso XIII, the crews of the merchant vessels and all available forces hastened to succor the injured. The government has expressed to Minister Woodford the regret it feels at the catastrophe, more specially as it occurred in waters within Spanish jurisdiction.

"An admiral in full uniform, in the name of the minister of marine, and the entire Spanish cabinet called on General Woodford today and informed him that the government had telegraphed the authorities in Cuba to do their utmost to relieve the distress and furnish the officers and the crew of the Maine with everything which they may need."

## MAY REACHED DOLLAR MARK

Brought as High as \$1.05 on the Chicago Curb Yesterday.

## HEAVY FOREIGN SHIPMENTS

Talk of Large Engagements for Lisbon and Reduction of Portuguese Grain Duty Sent the Price Up.

Chicago, February 16.—Trouble for shorts in wheat was indicated on the curb before the regular opening. May was bid up to \$1.05 on rumors of larger shipments of wheat for special to Lisbon and talk of reduction of the Portuguese grain duty. The bullish feeling was greatly increased by interviews regarding the European situation by a prominent Chicago broker, who has been traveling through Europe, in which he confirms the reports of almost unprecedented small stocks, and said that Europe was dependent on the United States for her supplies.

The opening prices for May wheat ranged from 99 1/2¢ to 100 1/2¢, compared with yesterday's close of 99 1/2¢. There was a perfect rush of shorts for cover at once, as was the case yesterday, and almost no wheat was offered for sale. Inside of fifteen minutes, the bids had been raised to 101 1/2¢. This was above call price and for the first time wheat came on the market in considerable quantities, mostly offerings against these privileges, though everything offered was taken; prices sagged off to 100 1/2¢ and the excitement, which had been intense, died down to a certain extent. It was evident the trade was thoroughly alarmed over the apparently unshaken hold Joseph Leiter has on May wheat, and the official announcement that he has contracted for the moving of 1,500,000 bushels of his wheat to seaboard, with a promised movement of 27,000,000 bushels, served to increase the activity of shorts to get out.

This fact seemed to be the only factor in trading. Apparently no attention was paid to the rumors of larger shipments to the battleship Maine, and the usual news was colorless. At the close July was bid up to 102 1/2¢, and was bringing 103 1/2¢ as the closing bell sounded. On the curb after the regular session it sold as high as 105 1/2¢.

## GREAT WHEAT BATTLE RENEWED.

Chicago, Feb. 16.—The post today says: Joseph Leiter has securely cornered the May wheat market and plays fast and loose with fears of a tremendous short interest, and is showing himself to be by all odds the most remarkable factor ever encountered in the local market. Once more the battle between Armour and Leiter is being waged.

## THE LONDON MARKET.

New York, Feb. 16.—The Evening Post's London cable says: "The stock market here was dull today. Americans were flat on the disaster to the battleship Maine. The disposition here is to regard the matter as a lamentable accident, but it is feared the United States may think otherwise. Anyhow, it is recognized that the disaster may serve temporarily as a fresh incentive to the jingo party and for this reason the market, after a small rally, closed at the worst.

The incident has revealed one fact at least, namely, that the bull account here is much larger than had been supposed."

## THE MARKETS.

Liverpool, Feb. 16.—Wheat—Firm; No. 1 standard California, 96 1/2¢.

Portland, Or., Feb. 16.—Wheat—Walla Walla, 75 1/2¢; bluestem and valley, 74 1/2¢.

## IN THE HOUSE.

Washington, Feb. 16.—The debate on the bankruptcy bill, which is to continue until Saturday, when a vote will be taken, opened in the house today, but attracted little attention. The interest of the members being entirely absorbed by the disaster to the Maine. The hall was almost deserted, the members being congregated in the lobbies or cloak rooms discussing the accident and speculating upon its probable consequences.

Just before the house adjourned, Boutelle, chairman of the naval committee, presented a resolution, which was unanimously adopted, expressing regret for the disaster, and condolence with the families of those who lost their lives and sympathy with the injured.

## DE LOME INCIDENT ENDED.

Madrid, Feb. 16.—El Correo, the official organ, announces that the United States minister, Mr. Woodford, tonight received Spain's reply concerning the De Lome letter, and it says that the incident is regarded as terminated.

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