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Albert Robinson

NEWBERG GRAPHIC.

VOL. X.

NEWBERG, YAMHILL COUNTY, OREGON, FRIDAY, APRIL 1, 1898.

NO. 19.

MAINE BLOWN UP

Report of the Board of Inquiry Received.

RESPONSIBILITY IS NOT FIXED

Spain Notified of the Findings of the Naval Court—Madrid Refuses to Recall the Torpedo Flotilla and is Actively Fortifying Porto Rico.

Washington, March 28.—The court of inquiry appointed to investigate the cause of the Maine disaster has reported that the loss of the battle-ship was due to an outside explosion. The state department, by direction of the president, has cabled Minister Woodford, at Madrid, to notify the Spanish government of the conclusion.

The president and his cabinet advisers held two extended sessions today, one at 10:30 A. M. and another at 3:30 P. M., at which the report was considered in detail. Members of the cabinet stated after the meetings that the discussion was of a grave character, and that never since the wrecking of the Maine has the situation seemed so critical.

The Spanish government has cabled officially to Washington that the Spanish naval commission holds the disaster to the Maine to be of internal origin.

The government of Spain, it can be stated positively, is not disposed to turn back the torpedo fleet now proceeding from the Canaries, and would be disinclined to consider a suggestion from this government tending to interfere with the disposition by Spain of her own naval forces.

War preparations on an unprecedented scale are being hurried to completion by the war and navy departments, and the country practically is on a war footing.

The foregoing gives the record of one of the most eventful days the national capital has seen since the close of the civil war. It was a day of profoundly important action and of the deepest anxiety, coupled with naval and military activity, one step following another in rapid succession.

Representative men of the administration, public men in all branches of official and congressional life, no less than the public in general, shared in the tension to which the situation has been wrought. There was no effort among the highest officials, nor, indeed, was it possible from what was clearly apparent in the development of the day, to minimize the situation.

Verdict of the Court of Inquiry.

Viewed in detail, the finding of the court of inquiry was the most vital factor. Commander Marix, judge advocate of the court of inquiry, delivered the report to Secretary Long early this morning, and shortly afterward it was carried to the White House and placed in the hands of the president.

At 10:30 the cabinet assembled, half an hour earlier than usual, and began the consideration of the momentous document. Even the rigid rules of secrecy which prevail at cabinet meetings were made doubly strict in this case, and no intimation of the results reached by the court was known until 2 o'clock, when a press bulletin gave the information to the country, as well as to the eagerly waiting officials throughout Washington.

These results, briefly stated, are that the loss of the Maine was due to an explosion from the outside, the court being unable to fix the responsibility for the explosion.

The court does not express an opinion as to the character of the explosion, but the testimony goes to show that it was a powerful submarine mine, the exact character of which was not determined, though the belief was expressed that it was a floating submarine mine.

There were two explosions, the court finds. The first was from the outside, and that set off one of the smaller magazines.

It was this, expressed in detail, and with the precision of a court deeply conscious of its responsibility, together with the evidence upon which it was based, that occupied the attention of the cabinet throughout its extended sessions of the morning and afternoon. All other subjects have given way to this foremost question. There was no change in the plan of making the report public and transmitting it to congress, accompanied by a brief message from the president.

The afternoon cabinet session lasted until nearly 5:30. The entire situation was discussed at length, but no definite point was reached. The situation is regarded as decidedly critical, and it is feared there will be great difficulty in avoiding trouble.

While interest was thus centered at the White House, the navy and war departments were hurrying forward their work of preparation.

THE PRESIDENT'S MESSAGE.

No Recommendation Is Made Regarding Action to Be Taken.

Washington, March 29.—The president today sent the following message to congress:

"To the congress of the United States.—For some time prior to the visit of the Maine to Havana harbor our consular representatives pointed out the advantages to follow the visits of naval ships to Cuban waters in acquainting people to the presence of our flag as a symbol of good will and of our ships in fulfillment of the mission of protection to American interests, even though no immediate need thereof might exist. Accordingly, on the 25th of January last, after a conference with the Spanish minister, in which a renewal of the visits of our vessels to Spanish waters was discussed and accepted, the peninsular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports, and that with that end in view the Maine would forthwith call at the port of Havana.

"This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with notification of an intention to return the courtesy by sending Spanish ships to the principal ports of the United States.

Meanwhile the Maine entered the port of Havana on the 25th of January, her arrival being marked with no special incident besides the exchange of customary salutes and ceremonial visits.

"The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay. On the contrary, a feeling of relief and confidence followed the resumption of long interrupted friendly intercourse. So noticeable was this immediate effect of her visit that the consul-general strongly urged that the presence of our ships in Cuban waters should be kept up by retaining the Maine at Havana, or in the event of her recall, by sending another vessel there to take her place.

"At 40 minutes past 9 o'clock in the evening of the 15th of February, the Maine was destroyed by an explosion, by which the entire forward part of the ship was utterly wrecked. In this catastrophe, two officers and 260 members of her crew perished, those who were not killed outright by her explosion being perished between decks by the tangle of wreckage and drowned by the immediate sinking of the hull.

Prompt assistance was rendered by neighboring vessels anchored in the harbor, aid being especially given by the boats of the Spanish cruiser Alphonso XII and the Ward line steamer City of Washington, which lay not far distant. The wounded were generously cared for by the authorities of Havana, the hospitals being freely opened to them, while the earliest recovered of the bodies were interred by the municipality in the public cemetery in the city. Tributes of grief and sympathy were offered from all official quarters of the island.

"The appalling calamity fell upon the people of our country with crushing force, and for a brief time intense excitement prevailed, which, in a community less just and selfishly controlled, must have led to hasty acts of blind resentment. This spirit, however, soon gave way to the calmer process of reason and to a resolve to investigate the facts and await material proof before forming judgment as to the responsibility, and if the facts warranted the remedy due. This course necessarily recommended itself from the outset to the executive, for only in the light of a dispassionately ascertained certainty could it determine the nature and measure its full duty in the matter.

"The usual procedure was followed as in cases of casualty or disaster to national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duties imposed upon them, and accompanied by a strong force of wreckers and divers, the court proceeded to make a thorough investigation on the spot, employing every available means for an impartial and exact determination as to the cause of the explosion. Its operations have been conducted with the utmost deliberation and judgment, and while independently pursued, no source of information was neglected for simultaneous investigation by the Spanish authorities.

"The findings of the court of inquiry were reached after 23 days' continuous labor on the 21st of March, and having been approved on the 23d, by the commander-in-chief of the naval force of the North Atlantic station, were transmitted to the executive. It is herewith laid before congress, together with the voluminous testimony taken before the court, which is in brief as follows:

"When the Maine arrived at Havana she was conducted by a regular government pilot to buoy No. 4, to which she was moored in from 5 1/2 to 6 fathoms of water. The state of discipline on board and the condition of her magazines, boilers, coal bunkers and storage compartments are passed in review, with the conclusion that excellent order prevailed and that no indication of any

cause for internal explosion existed in any quarter.

"At 8 o'clock in the evening, on February 15, everything had been reported secure and all was quiet. At 40 minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions with brief intervals between them. The first lifted the forward part of the ship very perceptibly, the second, which was more prolonged, is attributed by the court to the partial explosion of two or more of the forward magazines.

"The evidence of the divers establishes that the after part of the ship was practically intact, and sank in that condition a very few minutes after the explosion. The forward part was completely demolished.

"Upon the evidence of concurrent external cause, the finding of the court is as follows:

"At frame 17, the outer shell of the ship, from a point 11 1/2 feet from the middle line of the ship and six feet above the keel, was in normal position, had been forced to about four feet above the surface of the water, therefore, about 34 feet above where it would have been had the ship sunk in any respect due to the fault of or negligence on the part of any officer or member of her crew.

"The conclusions of the court are: 'The loss of the Maine was not in any respect due to the fault of or negligence on the part of any officer or member of her crew.'

"That the ship was destroyed by the explosion of a submarine mine, which caused a partial explosion of two or more of her forward magazines, and that no evidence has been obtained fixing the responsibility for the destruction of the Maine upon any person or persons.

"I have directed that the finding of the court of inquiry and the views of this government thereon be communicated to the government of her majesty, the queen regent of Spain, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and friendly relations of the two governments.

"It is the duty of the executive to advise congress of the result and in the meantime deliberate consideration is invoked. WILLIAM McKINLEY.

PERISHED BY ICE FLOE.

Terrible Fate of the Green Salts on a Newfoundland Sealing Steamer.

St. John's, N. F., March 30.—The steamer Greenland has reached this harbor with a gruesome cargo. Twenty-four corpses were on deck and 55 men were moaning in terrible suffering in the hold in the pain of frostbitten limbs and bodies. The dead bodies were on the decks disfigured and almost unrecognizable. The effects of the terrible suffering which they had endured presented one of the most horrible sight human eyes ever beheld.

The frostbitten men number 55. All will recover.

The Greenland set sail from St. John's about the first of March on her latest voyage. She was commanded by Captain George Barbour, and carried a crew of nearly 300 sealhunters. The steamer proceeded northward with the rest of the sealing fleet, but after a couple of hours she diverged on a separate tack, and reached the hunting grounds not long after. All went well until Tuesday last. Seals were quickly encountered, and several good packs were secured.

On Tuesday morning the hunters left the ship about 7 o'clock, as usual, when the lookout reported ice plentiful around them. The men were not in the least alarmed, but the slaughtering of seals in existing work. Scattered over the ice field, they wandered far from the protection of the ship, and a gale and snowstorm shut them out from view. The ice floe parted and they drifted away from the steamer. Long ere the storm subsided many of the unfortunate fellows had succumbed to the terrible cold and exposure. Those who did not die were terribly frostbitten and suffered excruciating pain.

The long night passed, but morning brought no help, for the storm still raged and the atmosphere was thick with snow driven by the gale. Snow continued nearly all day, and the evening brought no cessation to the high wind. Another night was passed in untold agony. Some of the victims had already given up hope, and in despair laid down and died. Every hour witnessed at least two deaths.

Toward morning the storm subsided and clear weather enabled the survivors to see that the Greenland was not far away, searching for the missing. The steamer bore down on the drifting field of ice, and began the work of picking up the stark bodies of the dead and the lifeless bodies of the living.

Summer Garden on Wheels.

Dayton, O., boasts of a "trolley party" car worthy of the name, one which is not simply an ordinary car decorated with a multiplicity of incandescent lamps. This car is provided with chairs, instead of seats, and several tables, all of which are portable and may be placed in any position that is most convenient and comfortable. Another feature of the car is a refrigerator, where refreshments may be stored and served on the car if desired.

A Famous Inventor.

Salem, Mass., March 30.—Abner Cheney Goodall, died here, aged 88 years. He perfected the first printing press that printed on both sides in one operation. He also invented the cracker machine and perfected the preparation of copper and steel plates for use by engravers.

Great preparations are being made for the stockgrowers' convention to be held in Denver next January.

VIEWS OF SPAIN

Explosion Was of Internal Origin.

DIFFERS MUCH FROM OURS

A Full Synopsis of the Report of the Spanish Naval Commission—Complete Text of the American Court of Inquiry Into the Maine Disaster.

Washington, March 30.—A full synopsis of the report of the Spanish naval commission which investigated the destruction of the battle-ship Maine is here given. It is taken from a copy of the original report, which is now on its way here from Havana, the synopsis being cabled and today being in the hands of this government.

The conclusions are directly opposite to those in the report of the court of inquiry submitted to congress today. The synopsis is as follows:

The report contains declarations made by ocular witnesses and experts. From these statements it deduces and proves the absence of all those attendant circumstances which are invariably presented on the occasion of the explosion of a torpedo.

The evidence of witnesses comparatively close to the Maine at the moment is to the effect that only one explosion occurred; that no column of water was thrown into the air; that no shock to the side of the nearest vessel was felt, nor on land was any vibration noticed, and that no dead fish were found.

The evidence of the senior pilot of the harbor states that there is abundance of fish in the harbor, and this is corroborated by other witnesses. The assistant engineer of the works states that after explosions were made during the execution of works in the harbor, he has always found dead fish. The divers were unable to examine the bottom of the Maine, which was buried in the mud, but a careful examination of the sides of the vessel, the rents and breaks, which all point outward, shows without a doubt that the explosion was from the inside.

A minute examination of the bottom of the harbor around the vessel shows absolutely no sign of the action of a torpedo, and the judge-advocate of the court, in the process of extrication in regard to the forward part of the vessel by a torpedo.

The report makes clear that owing to the special nature of the proceedings following, the commission has been prevented from making such an examination of the inside of the vessel as would determine even the hypothesis of the internal origin of the accident. This is to be attributed to the regrettable refusal to permit a necessary connection of the Spanish commission with the commander and crew of the Maine, and the different American officers commissioned to investigate the cause of the accident, and later with those employed on salvage work.

The report finishes by stating that an examination of the inside and outside of the Maine, as soon as such examination may be possible, as also of the bottom where the vessel rests, supposing that the Maine's wreck be not totally altered in the process of extrication, will warrant the belief that the explosion was undoubtedly due to some interior cause.

AMERICAN REPORT IN DETAIL.

Full Text of the Findings of the Maine Court of Inquiry.

U. S. S. Iowa, first of the line, U. S. West Florida, Monday, March 22, 1898.—After a full and mature consideration of all the testimony before it, the court finds as follows:

First.—That the United States battle-ship Maine arrived in the harbor of Havana, Cuba, on the 25th day of January, 1898, and was taken to buoy No. 4, to 6 fathoms of water, by the regular government pilot. The United States consul then at Havana had notified the authorities at that place the previous evening of the intended arrival of the Maine.

Second.—That the state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out. All ammunition was stowed away in accordance with instructions, and proper care was taken whenever ammunition was handled. Nothing was stored in any one of the magazines or shellrooms which was not permitted to be stored there.

The magazines and shellrooms were always locked after having been opened; and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 p. m. The temperatures of the magazines and shellrooms were taken daily and reported. The only magazine which had an undue amount of heat was the after 10-inch magazine, and that did not explode at the time the Maine was destroyed. The torpedo warheads were all stowed in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine. The dry gun-cotton primers, and detonators, were stowed in the cabin aft, and remote from the scene of the explosion.

The waste was carefully looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer. Various dryers, alcohol and other combustibles of this nature, were stowed on or above the main deck, and could not have had anything to do with the destruction of the Maine. The medical stores were stowed aft, under the wardroom, and remote from the scene of the explosion. No dangerous stores of any kind were stowed below in any of the other storerooms, or in the coalbunkers. Of those bunkers adjoining the forward magazine and shellrooms, four were empty; namely, B3, B4, B5, B6. A15 had been in use that date, and A16 was full of new river coal. This coal had been carefully inspected before receiving it on board. The bunker in which it was stowed was accessible on three sides at all times, and the fourth side at this time, on account of bunkers B4 and B6 being empty. This bunker, A16, had been inspected that day by the engineer officer on duty. The fire alarms in the bunkers were in working order, and there had never been a case of spontaneous combustion of coal on board the Maine. The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, with a comparatively low pressure of steam and being tended by a reliable watch. These boilers could not have caused the explosion of the ship. The forward boilers of the ship have since been found by the divers, and are in fair condition. On the night of the destruction of the Maine, everything had been reported secure for the night at 8 p. m. by reliable persons, through proper authorities to the commanding officer. At the time the Maine was destroyed the ship was quiet, and therefore the least liable to accident caused by movements from those on board.

Third.—The destruction of the Maine occurred at 3:40 P. M. on the 15th day of February, 1898, in the harbor of Havana, Cuba, being at the time moored to the very same buoy to which she had been taken upon her arrival. There were two explosions, of a distinctly different character, a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nature of a report, like that of a gun, while the second explosion was more open, prolonged, and of a greater volume. The second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Fourth.—The evidence bearing on this being principally obtained from the court did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the destruction of the forward part. The following facts in regard to the forward part of the ship are, however, established by the testimony:

That portion of the short side of the protected deck which extends from about frame 30 to about frame 41, and over to about frame 30 to about frame 41 was blown up aft and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the floor plate. This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Fifth.—At frame 15 the outer shell of the ship from a point 11 1/2 feet from the middle line of the ship, and six feet above the keel, when in its normal position, has been forced up, so as to be about four feet above the surface of the water, therefore about 34 feet above where it would have been had the ship sunk uninjured. The outside bottom plating is bent into a reversed V-shape, the after wing of which, about 15 feet broad and 32 feet in length (from frame 17 to frame 25), is doubled back upon itself, and the continuation of the same plating extending forward.

At frame 30 the vertical keel is broken in two, and the flat keel bent into an angle similar to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water, and about 10 feet above its normal position. In the opinion of the court, this effect could have been produced only by the explosion of a mine, situated under the bottom of the ship, at about frame 18, and somewhat on the port side of the ship.

Sixth.—The court finds that the loss of the Maine on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

Seventh.—In the opinion of the court, the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

Eighth.—The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any person or persons.

W. T. SAMPSON,
Captain, U. S. N., President.

A. H. MARIX,
U. S. N., Commander, Judge-Advocate.

The court having finished the inquiry it was ordered to make, adjourned at 11 A. M., to await the action of the convening authority.

W. T. SAMPSON,
Captain, U. S. N., President.

A. H. MARIX,
U. S. N., Lieutenant-Commander, U. S. N., Judge-Advocate.

U. S. Flagship New York, March 22, 1898, Off Key West, Fla.

The proceedings and findings of the court of inquiry in the above case are approved.

M. SICARD,
Rear-Admiral, Commander-in-Chief, U. S. Naval Force of the North Atlantic.

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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.

An explosion occurred at the Manzanilla coal mine near Monongahela City, Pa. Two men are known to have been killed. Five were injured, and from 15 to 25 are said to be entombed in the mine.

An explosion took place at San Rafael, Cal., at the United States smokeless powder works, which resulted in the death of two men, Charles A. Jenks and Charles Nelson, who were employed in the material room. Two buildings were completely destroyed, and the roofs torn off the other buildings close by and windows broken for miles around.

A Havana dispatch alleges that Captain-General Blanco and General Martelara have notified the Madrid government that they will resign their offices if the Spanish torpedo fleet is to be detained at the Canaries in obedience to the demand of President McKinley. Captain Eulate, of the Vizcaya, is also alleged to have sent a similar message to the Spanish admiralty.

Chaplain Chidwick, of the Maine, has completed his mortuary report, which shows that 237 men and two officers perished in the catastrophe. Six succumbed to their injuries while lying in San Ambrosio hospital; one died on the Spanish transport; 111 bodies have been recovered from the wreck, of which 61 have been identified; 161 have been buried in Colon cemetery and 11 at Key West. This is the official report, made public after careful correction.