

PEDDLING THE LEASES.

Recipients of the Government's Yukon Favors Working Their Mines at Ottawa.

Important Change in Proposed Land Subsidy Conditions Secured by the Opposition.

Dalton Trail Scheme to be Pushed in the Senate—The Hamilton Smith Offer.

(From Our Own Correspondent.) OTTAWA, Feb. 17.—Some of the successful applicants for dredging leases on the Yukon and tributaries will make a good thing. Mr. Haggart to-day in the House said it was common report in Ottawa that these leases are now being peddled around town. Some of the lucky men are asking \$5,000 per mile for their leases.

Messrs. Haggart, Fisher, Oler and Bertram were the speakers to-day on the Yukon bill. Mr. Fisher announced an important modification of the contract. As regards the selection of suitable lands, Mr. Charles had shown that one sub-section allowed a departure from rule which assigned alternate blocks of three miles square to the contractors. This sub-section provided that the contractors might prolong their selections of blocks continuously twelve miles at right angles on each side of their base line. This would give the contractors power to select as many unbroken strips of 24 miles by three as they wanted.

Mr. Fisher announced to-day that this sub-section would be changed so that the government would have alternate blocks on the cross sections as elsewhere. It was decided to-day by Hamilton Smith and associates, who are asking a charter for a railway over the Dalton trail, to introduce the bill first in the Senate, where it will undoubtedly pass. Then it will go to the Commons and the issue of rejecting the application will devolve on the lower house. Sir Charles Tupper was informed to-day that the latest offer of the Hamilton Smith syndicate will be presented to parliament.

Mr. Martin wishes that the government intends to insist that the Yukon railway be built by Canadian laborers.

SEATTLE'S MISSIONARY.

His Effort at Ottawa to Divert the Miners from Victoria—Mr. Sifton's Timely Reminder.

(From Our Own Correspondent.) OTTAWA, Feb. 17.—Congressman Lewis of Seattle, had a further interview with Mr. Sifton to-day at which the latter reminded the Washington representative that at the very time he is seeking concessions from Canada, the American congress is engaged in passing legislation detrimental to Canadian interests. Mr. Lewis threw out the suggestion that if the States gave bonding privileges at Wrangell to Canada, the Dominion Government might reciprocate by allowing miners' certificates to be issued by the Mounted Police. Mr. Sifton said he would consider the suggestion. It is stated that while Mr. Lewis is seeking political kudos with his constituents, he is here really helping Vroman, a San Francisco friend to acquire dredging leases in the Yukon.

C. P. R. AND TORONTO.

The Time Has Come When Direct Connection with the Main Line Must Be Made.

MONTREAL, Feb. 17.—(Special)—President Van Horne, of the C.P.R., has written to the Toronto board of trade concerning better connection between the line of the C.P.R. and Toronto and western Ontario. He points out that his company are in no wise responsible for the present state of affairs and says that the time now seems to have come when a direct Sudbury-Toronto line must be built, adding: "We trust that in undertaking it we have the warm support of the board of trade of Toronto and of every organization and business man in Ontario."

CHINA'S DEBT TO JAPAN.

An Extension of Time Advised With a View to Bringing Reconciliation.

LONDON, Feb. 17.—The correspondent of the Times at Kobe says: "It is said that the Japanese minister for foreign affairs and the Japanese minister at London and Peking advise Japan to allow additional time for the payment of the war indemnity, with a view of reconciliation between China and Japan. It is doubtful, however, whether the state of Japanese finances will permit delay."

THE KOOTENAY MURDER.

Captured by Mounted Police and Locked Up at Nelson.

NELSON, Feb. 17.—(Special)—Doyle alias Sullivan, the Kaskanook murderer, has been captured by the Mounted Police at Goat River crossing, twenty-five miles from Kaskanook. He is now lodged in Nelson jail.

Filibusters Caught.

KINGSTON, Jamaica, Feb. 16.—A filibustering expedition destined for Cuba has been intercepted by the authorities and a quantity of arms and ammunition seized. The American schooner Cora M., Captain Mitchell, last reported at Wilmington, N.C., is implicated. The seized material was shipped from Kingston as casks of cement, for transhipment to the Cora M.

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Rigby waterproof peajackets, pants and smox. Very heavy. B. Williams & Co.

THE HAVANA HORROR.

Reports of Torpedo Work in Circulation but Declared to be Without Foundation.

Cause of Explosion Probably Inside the Maine—Captain Sigbee Had Felt Uneasiness.

General Expressions of Sorrow from European Capitals and Madrid Especially Affected.

HAVANA, Feb. 17.—At the time of the disaster to the Maine a light wind from the southwest was blowing and her head pointed in a southeasterly direction. The Spanish cruiser Alfonso XII was about 200 metres from the American battleship. The correspondent of the Associated Press, who was in the cable office when the explosion occurred. He saw from the window of that office a great column of fire shoot upwards like a blaze of fireworks and he hurried to the wharf and to the quarters of Admiral Manterola. By that time the correspondent could see flames extending over the whole ship and a few moments later the Maine sank. The explosion so disjunct and twisted the battleship that her remains now appear like a pile of wreckage. All the upper deck structure, turrets and guns are in a heap, and one boiler has been blown out of its place. The foremast and bow of the Maine have collapsed among the wreckage, and the masts remain above water. The boats of the Spanish cruiser have picked up a quantity of wreckage, including boats and a flag, and to-day ten more bodies were found in the harbor and were taken to the morgue. It is impossible to identify them.

Capt. Sigbee was on board the Alfonso XII yesterday and thanked the Spanish commander, Capt. Manuel Eliaz, for the services the Spanish sailors had rendered upon the occasion of the great disaster. Contrary to the reports current here yesterday the divers have not yet made any investigation of the wreck, and the general opinion in Spanish circles is that the explosion occurred inside the Maine. Mr. Jose Mann, of New York, a passenger on the City of Washington, of the Ward line, which was moored near the battleship, in describing the catastrophe said: "While we were conversing in the cabin at about 9:20 on Tuesday night a loud report startled the company. They rushed to the port holes and saw an immense flash shoot in the air with a terrific report. Debris of all kinds and a large number of bodies were thrown about. It was at first believed that the Maine was being fired upon, but afterwards as the City of Washington was struck by what turned out to be falling debris and she careened it was thought that she was being fired upon. A second explosion took place and following a third groans and cries for help. The boats of the City of Washington and those of the Spanish cruiser Alfonso XII were hurriedly launched and went to rescue. "I went in one of the boats of the City of Washington and the scenes I witnessed were harrowing beyond description. Two of the small boats on board the City of Washington were stove in by debris from the Maine, even in the water. In about five minutes after the explosion the City of Washington was converted into a veritable hospital. Many of the rescued men were brought on board almost nude and the passengers gave them clothing. The explosion occurred in the City of Washington did all in their power to make the rescued men comfortable.

Key West, Feb. 17.—The Associated Press correspondent saw Purser Donovan of the steamer Olivette, which arrived here last night from Havana. He gave the following account of the disaster: "The explosion is a mystery to me. It occurred forward of the mainmast and below the water line. The coal bunkers are outside, but separated by two feet of space. According to custom the magazine was inspected at 8 o'clock in the evening and the temperature found to be 55. The magazine was locked and the keys given to Captain Sigbee. The men went to their hammocks in the forward part of the ship soon after 9 o'clock. The explosion occurred at 9:40, and hence the awful and overwhelming loss of life. No one can yet give a correct account. About ten men who were in the forward part of the ship were saved, and of these several had their hammocks blown away. The explosion split the big ship in two and threw a marine who was sleeping on the superstructure 40 feet into the air. In the main magazine all the high explosives were stockpiled, and this magazine did not explode. There are no electric wires connecting with or near the magazine. It is not believed that the Maine was destroyed by a torpedo underneath, as if it were the case a hole would have been torn in the bottom and the ship would not have been blown into atoms as was the case. The after part of the ship sank in ten minutes and the officers and crew escaped half clothed. Pieces of the wreckage were thrown a distance of 400 yards. One piece of cement struck the deck of the City of Washington, of the Ward line.

New York, Feb. 17.—A dispatch to the Journal from Washington dated the 17th says: "Captain Sigbee has telegraphed the naval department, using English cipher, that in his opinion the destruction of the Maine was the result of an enemy. He has requested an immediate investigation, and intimated that the reason he sent the survivors back to Key West was that he feared more trouble."

The Washington correspondent of the Herald says he stood on the bridge of the Maine with Captain Sigbee a week ago yesterday, and the captain said to him: "I don't want to be obliged to take any coal aboard from Havana. It would be a risky proposition. Not that I suspect anyone in authority, but there is such an irresponsible rabble here; and it would be an easy matter to get a couple of sticks of dynamite in the coal bunkers without knowing it."

Key West, Fla., Feb. 17.—The steamer

Olivette, with 62 survivors of the Maine disaster on board, arrived here at 10:10 last night, seven and a half hours from Havana. Twenty army doctors, ten seriously wounded, and a number of Spanish officials, who furnished ward-robies to the survivors. The correspondent here of the Associated Press, who received the Olivette from Havana, says that divers who have been working about her bottom discovered an eight-inch percussion hole in the plates. New York, Feb. 17.—The despatch from Key West indicating that evidence of the use of a torpedo boat was discovered in the case of the man-of-war Maine disaster, was written and sent by Mr. Weatherford, the Associated Press correspondent at Key West, who came from Havana on the steamer Olivette. The Evening World has received from Sylvester Sovell, its correspondent at Havana, the following reply to an inquiry as to whether strangers were allowed on board the day of the disaster: "Yes; visitors were on the Maine all afternoon on the day of the explosion. A bomb might have been deposited near the magazine, as I have already cabled. Cables are much delayed here."

One of the regular staff of correspondents at Key West cables from there at 11:35 this morning that the reports of the finding of a hole in the hull of the Maine, contrary to the policy of the United States minister, is receiving private as well as official expressions of sympathy, and the government is in a high state of alarm. Such a catastrophe to humanity claims sympathy and the rancors of politicians are silent. Every great calamity brings home to the two peoples, divided though they may be by animosity and rivalry the fact that they are one people. Our noble-hearted nation now forbears to think of its differences with the United States. To-morrow it will return to a defence of its rights against all. But for to-day it feels only the sympathy and compassion for this immense misfortune. Happy, indeed, were the Spaniards, who by saving the lives of the crew of the Maine or risking their own that they were thus enabled to prove the innocence of the Spanish navy in connection with the disaster. In conclusion, El Liberal says: "We do not know what may happen to-morrow. We are prepared for any event. But to-day let us pass the sword, which we have been holding aloft, to the right hand, and let us stretch out the right hand, not to those who insult us, but to those who weep."

The Imperial says: "In the presence of this frightful disaster may we associate the expressions of sincere and genuine sorrow, a warm eulogy for the crew of Alfonso XII."

Duke of Connaught: "Pray accept my most sincere sympathy for the terrible accident which has happened to the Maine. I deeply deplore the loss which has occurred to your navy and country." Mr. Henry White, secretary of the United States embassy, replied as follows: "I beg to express to Your Highness my most hearty sympathy of Your Highness with my country in the loss of the Maine under such appalling circumstances. I at once cabled your message to my government. The ambassador is in Berlin. Feb. 17.—Immediately after the news of the disaster to the Maine was communicated to Emperor William he cabled direct to President McKinley, expressing his most heartfelt sympathy at the loss of the Maine and so many brave officers and men."

MADRID, Feb. 17.—The disaster to the United States battleship Maine is sincerely lamented by the Spanish officials, whose regret is mingled with apprehensions lest the accident may augment American hostility. The Queen Regent is visibly affected by the disaster, and the authorities of the Spanish sailors and authorities of Havana. General Stewart L. Woodford, United States minister, is receiving private as well as official expressions of sympathy, and the government is in a high state of alarm. Such a catastrophe to humanity claims sympathy and the rancors of politicians are silent. Every great calamity brings home to the two peoples, divided though they may be by animosity and rivalry the fact that they are one people. Our noble-hearted nation now forbears to think of its differences with the United States. To-morrow it will return to a defence of its rights against all. But for to-day it feels only the sympathy and compassion for this immense misfortune. Happy, indeed, were the Spaniards, who by saving the lives of the crew of the Maine or risking their own that they were thus enabled to prove the innocence of the Spanish navy in connection with the disaster. In conclusion, El Liberal says: "We do not know what may happen to-morrow. We are prepared for any event. But to-day let us pass the sword, which we have been holding aloft, to the right hand, and let us stretch out the right hand, not to those who insult us, but to those who weep."

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NOTES FROM THE CAPITAL.

Victoria Harbor Scheme Meeting With Favor—Promise of Marine Lights—No Ore Export Duty.

(From Our Own Correspondent.) OTTAWA, Feb. 17.—Colonel Prior and Senator Macdonald visited on the public works department to-day in regard to Mr. Sorby's harbor improvement scheme. Mr. Coste, the chief engineer, considers the scheme perfectly feasible and the best from an engineering point he has ever had placed before him. Probably a bill will be introduced in the house this session. The fisheries department in regard to lighthouses. The department states that lights will be erected this year at the following places: Cape Mudge, Egg Island, Lams, Passage, Ivory Island, Sisters Islets, the Narrows at the mouth of the Fraser, and Brochee Ledge. Hon. R. W. Scott informed Senator Macdonald to-day that the government has sent out the chief inspector of hulls to British Columbia to arrange for a rigid inspection of the coast. Col. Redpath, one of the owners of the Le Roi mine, has received assurance that the government will not impose an export duty, if anything is done, it will apply only to nickel ore.

Manitoba and Northwest. Trains Storm Stayed—Crow's Nest Laborers Walking Home—Winnipeg Thiving.

WINNIPEG, Feb. 17.—(Special)—The arrival of trains to-day was affected more than yesterday by the great storm. All trains from the east and south were from three to several hours late. The C.P.R. Vancouver express was five hours behind.

Four French Canadians, whose names are A. Seveya, Jos. Koubert, Simon Lebon and Napoleon Trevoet, arrived in the city on Wednesday evening, walking from Crow's Nest Pass, starting on Christmas eve. They were poorly clad and in dilapidated condition, having had to bag their way and sleep in outhouses. The men are resting at immigration hall.

At Rapid City fire broke out last night in Zinc Bros' building, occupied by T. Moir, barber, and burned the adjoining building, owned by H.C. Ross and occupied by N. McKelvie, general merchant. The greater portion of McKelvie's goods were got out, but are badly damaged. The loss on stock is fully covered by insurance.

The Tribune publishes a report that Archbishop Langevin has expressed himself as satisfied with the arrangements of the school question by change of text books.

Walker, of this city, has been elected grand master of the Manitoba Odd Fellows.

Many new business blocks and houses are promised in Winnipeg this year consequent upon the general improvement in trade.

Curling Tankard.

TORONTO, Feb. 17.—(Special)—The third round in the curling tankard series was played this morning and resulted as follows: Lindsay beat St. Mary's by 20 shots; Dundas beat Stratford by 8 shots.

Wesley Orr Dead.

CALGARY, Feb. 17.—(Special)—Wesley F. Orr, for several years mayor of this city, died here last night after several months' illness. The deceased was one of Calgary's earliest inhabitants and is well known in Eastern Ontario, where he was born.

BATTLESHIP BLOWN UP!

U. S. S. Maine Utterly Destroyed in Havana Harbor With Terrible Loss of Life.

Tremendous Explosion Catch the Sailors in Their Bunks and They Drown Like Rats.

Brave Men Sacrificed in Preventing Further Disaster by Flooding Gun Cotton.

HAVANA, Feb. 16.—The shattered and torn hull of the United States battleship Maine lies at the bottom of Havana harbor, a tomb for at least 253 of her crew. She blew up at 9:40 o'clock last night by an explosion well forward, under the men's quarters. Her magazine is further back, between her coal bunkers. Some of the watch and a few of the officers and crew who were on shore escaped. The explosion, which shook the city from one end to the other, created the wildest excitement. All the electric lights were put out by the shock. Fire engines rushed in all directions and no one knew for certain whence the explosion came. Some started the report that it was the arsenal, others said it was a shell, and it was not until 11 o'clock that the real cause was known.

The Maine, at the time of the accident, was at anchor about 500 yards from the arsenal and some 200 yards from the floating dock. Her steel upper deck forward was completely lifted and turned over on her starboard side. None of the big guns were damaged. She is slightly listed to port and all forward of her massive cranes for unloading ships boats has completely disappeared. The big funnels lie flat upon the twisted and gnarled iron braces and pieces of the middle superstructure. Only a few of the ship's shells are to be seen until the water has covered the top of her superstructure and the Sloan searchlight and one rapid firing gun lock over the water just below it.

It is reported that the disaster was due to the explosion of the boiler of the dynamo machine on board the Maine. The first explosion is said to have been caused by over six hundred pounds of gun cotton, and the subsequent explosion occurred from the natural result of a under-water explosion of the magazine. The account of the passengers on the Ward line steamer City of Washington, which was lying 800 yards from the battleship at the time of the explosion, is as follows: "The ship was at anchor in the harbor, and the crew were on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke the engines were seen for help. Simultaneously with the cessation of the falling fragments searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the City of Washington alongside at once.

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On board the Ward line steamer City of Washington, at midnight, one of the officers of the Maine stated that at eight o'clock last night all the magazines on board the battleship were closed and the keys turned over to Capt. Sigbee. The explosion occurred at 9:45 p.m. The officers then rushed on deck and assisted in lowering a boat and in trying to rescue the men in the water. Another officer said: "I was sitting with two more officers in the mess room when a heavy explosion occurred. It was so heavy that we understood the ship would be lost and we went on the upper deck and found she had been wrecked by an explosion, that she was on fire and sinking. All efforts were made to save the men, but the Maine settled quickly on the bottom of the harbor, only her upper works remaining above water. A number of boats from the Spanish warship Alfonso XII, which were from the Ward line steamer City of Washington, came alongside and rendered assistance. Twenty-

four men, including the surgeon, were carried on board the City of Washington and the rest of the crew were on board of the Alfonso XII, receiving assistance from the Spanish doctors. This officer said that he occurred somewhere in the part of the ship between the mainmast and the time of the explosion. He was unable to escape, and those who succeeded in reaching the upper decks saved their lives with great difficulty with the assistance of the officers and men on watch. At two o'clock in the morning, while the correspondent of the Associated Press was going ashore, there was another terrible explosion. At that time boats from the Spanish steamers Colon and Mexico were taking the wounded men ashore after having saved them from the water.

Among the wounded was James Rowe, ship's cook. He said: "I turned in at eight o'clock and all was quiet. The next I remember I felt myself turning over and over and falling heavily upon the deck through a mass of smoke. I got on my feet and worked my way on deck. When I got there the superstructure of the ship was dipping under water and I jumped over board to keep from being drowned. I was picked up by a boat from the Spanish man-of-war. With me were Daniel Cronin, a landsman; Charles E. Brown, a seaman; and John Bloomer, a landsman. The whole bow was blown out of the ship. The last I saw of her, her bow was under and her stern sticking up. The explosion may have taken place in her little cabin where they kept the gun cotton for torpedoes. Her big magazine could not have exploded or there would not be enough left of her to make toothpicks."

New York, Feb. 16.—A special cable to the Evening World from Havana says the officers of the Maine state that the explosion was in the central magazine, and that the Maine was raised out of the water and then went partially to pieces. "The surgeon was talking in the ward room at the moment of the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure. Only a few of the water jacks ever got from below. The water rushed over them and they were crushed and drowned but not mangled. The officers who were on the upper deck escaped. From the officers' mess they had to climb out through water and wreckage waist-deep. The ladder from the after torpedo compartment was jammed with men struggling for life. All agreed that the disaster was caused by the explosion of the boiler of the dynamo machine on board the Maine. The account of the passengers on the Ward line steamer City of Washington, which was lying 800 yards from the battleship at the time of the explosion, is as follows: "The ship was at anchor in the harbor, and the crew were on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke the engines were seen for help. Simultaneously with the cessation of the falling fragments searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the City of Washington alongside at once.

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New York, Feb. 16.—A special cable to the Evening World from Havana says the officers of the Maine state that the explosion was in the central magazine, and that the Maine was raised out of the water and then went partially to pieces. "The surgeon was talking in the ward room at the moment of the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure. Only a few of the water jacks ever got from below. The water rushed over them and they were crushed and drowned but not mangled. The officers who were on the upper deck escaped. From the officers' mess they had to climb out through water and wreckage waist-deep. The ladder from the after torpedo compartment was jammed with men struggling for life. All agreed that the disaster was caused by the explosion of the boiler of the dynamo machine on board the Maine. The account of the passengers on the Ward line steamer City of Washington, which was lying 800 yards from the battleship at the time of the explosion, is as follows: "The ship was at anchor in the harbor, and the crew were on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke the engines were seen for help. Simultaneously with the cessation of the falling fragments searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the City of Washington alongside at once.

between two and a half and three million dollars and had a crew of 354 officers and men. According to the list compiled and issued by the navy department to-night 258 lives were lost. In the list of the dead are the names of Lewis L. Barry, Halifax, N.S.; John Dolan and Wm. J. Fewer, St. John's, Nfld., and Bartley Fountain, Quebec City. The following cablegram was received to-night by the state department from Consul General Lee at Havana: "Profound sorrow is expressed by government and municipal authorities, consuls of foreign nations, organized bodies of all sorts and citizens generally. Flags are at half mast on the government palace, on shipping in the harbor and in the city. Business is suspended and the theatres are closed. The dead number about 260. The officers' quarters being in the rear and the seamen's forward, where the explosion took place, accounts for the greater proportion at loss of sailors. Funeral to-morrow at 3 p.m. Hope our people will sympathize with the calmly await decision of court of inquiry."

New York, Feb. 16.—Great interest was felt at the Cuban junta to-day in the disaster to the Maine. Spanish and Cuban patriots did not hesitate to say that the affair was the result of Spanish treachery, but the more composed men hardly believe that the Spanish government could countenance such work. The officers to-day said that if the explosion was not the result of an accident it was merely the work of some Spanish fanatic.

MADRID, Feb. 16.—The following official notice has been issued: "News of the disaster to the Maine has caused a painful impression in Madrid. It was at first feared that there had been some action of imprudence to which the catastrophe was attributable. After reading the details arrived, the fears were dispelled and took the form of a feeling of sympathy and sorrow for the misfortune which has occurred. The government has expressed to Minister Woodford the interest it feels at the catastrophe, more especially as it occurred in waters within Spanish jurisdiction. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure. Only a few of the water jacks ever got from below. The water rushed over them and they were crushed and drowned but not mangled. The officers who were on the upper deck escaped. From the officers' mess they had to climb out through water and wreckage waist-deep. The ladder from the after torpedo compartment was jammed with men struggling for life. All agreed that the disaster was caused by the explosion of the boiler of the dynamo machine on board the Maine. The account of the passengers on the Ward line steamer City of Washington, which was lying 800 yards from the battleship at the time of the explosion, is as follows: "The ship was at anchor in the harbor, and the crew were on the decks of the City of Washington, so injuring two boats that when lowered they were useless. Out of the dense smoke the engines were seen for help. Simultaneously with the cessation of the falling fragments searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the City of Washington alongside at once.

WASHINGTON, Feb. 16.—Naturally the news of the sinking of the battleship Maine in Havana harbor last night created intense excitement in this city. It is reported that the disaster was caused at an early hour this morning by the secretary of the navy in the following telegram from Captain Sigbee, commander of the Maine: "The Maine blew up at 9:40 and destroyed. Many wounded and doubtless more killed. Wounded and others on board the Spanish man-of-war and Ward line steamer. Send light house tenders from Key West to Havana for pieces of equipment. No one had other clothes than those upon him. Public opinion should be suspended till further report. All officers supposed to be saved. Jenkins and Merritt not yet accounted for. Many Spanish boats on board the sinking ship and he remained on board the wreck as long as it was possible to do anything in the way of rescue. Captain Sigbee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion, said: "I cannot yet determine the cause, but competent investigation will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

On board the Ward line steamer City of Washington, at midnight, one of the officers of the Maine stated that at eight o'clock last night all the magazines on board the battleship were closed and the keys turned over to Capt. Sigbee. The explosion occurred at 9:45 p.m. The officers then rushed on deck and assisted in lowering a boat and in trying to rescue the men in the water. Another officer said: "I was sitting with two more officers in the mess room when a heavy explosion occurred. It was so heavy that we understood the ship would be lost and we went on the upper deck and found she had been wrecked by an explosion, that she was on fire and sinking. All efforts were made to save the men, but the Maine settled quickly on the bottom of the harbor, only her upper works remaining above water. A number of boats from the Spanish warship Alfonso XII, which were from the Ward line steamer City of Washington, came alongside and rendered assistance. Twenty-

four men, including the surgeon, were carried on board the City of Washington and the rest of the crew were on board of the Alfonso XII, receiving assistance from the Spanish doctors. This officer said that he occurred somewhere in the part of the ship between the mainmast and the time of the explosion. He was unable to escape, and those who succeeded in reaching the upper decks saved their lives with great difficulty with the assistance of the officers and men on watch. At two o'clock in the morning, while the correspondent of the Associated Press was going ashore, there was another terrible explosion. At that time boats from the Spanish steamers Colon and Mexico were taking the wounded men ashore after having saved them from the water.

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