

AN ACT OF TREACHERY

That Opinion Is Gaining Strength Daily in Havana.

THE TESTIMONY OF AN EYE WITNESS

First Explosion Caused a Geyser of Water to Rise Up.

MANY STRANGE TALES TOLD

Captain of an English Bark a Mile Away Says a Bewhiskered Jaw Fell on His Deck.

New York, February 23.—A dispatch to the Herald from Havana says: The further the inquiry into the causes that led to the Maine disaster proceeds the more remote appears the chance that any evidence will be discovered to show that the disaster was due to accident. The divers who penetrated into the forward part of the wreck found that the whole forward end of the ship, from a point just aft the forward turret, had been visited fifteen or twenty degrees to the starboard. That part of the vessel was a wilderness of debris and curled and twisted plates.

The sharp, jagged edges of some of the plates added danger to the difficulties of the divers, getting life lines into a tangle and severing the cords. In one instance they almost cut through a tube which supplied the diver with air.

A full score of bodies were examined by my informant. All these bodies were in hammocks and all had the arms curved upward. They looked as if the men had been startled by some sudden shock of danger and were in the act of reaching up for their hammock hooks to swing themselves on deck when death came.

This seems to confirm what has already been said about the explosion surprising the men in the act of leaving their hammocks. Before the explosion the ten-inch magazine was located on the starboard side forward and beneath the forward turret. What is left of the magazine seems to have been driven toward the port bow. In a diagonal and upward direction.

The six-inch magazine, which had its location in the port side of the ship forward, was hurled in a position directly opposite to that of the ten-inch magazine. The copper pipe for the ten-inch magazine was found in the wreck of that structure. It contained no powder charge.

The ten-inch magazine has not been closely examined at this writing, but such inspection as was made leads to the belief that the big pile of twisted wreckage that lies about the top of it is composed of the unexploded ten-inch magazine. This is borne out by the testimony of Senor Caballero, a tobacco dealer at Havana. Senor Caballero was crossing the bay in a ferry boat at the time of the disaster. He was familiar with the Maine, having paid several visits to the vessel, and was contented out to a group of friends her peculiarities. There came just at that instant, he says, a dull report from the forward part of the ship, the upheaval of a geyser of water about the boat, followed almost instantly by a terrific roar and a blinding flash of light. He is positive about the first explosion, and says that it was noticed by his companions. This statement of his came to the ears of one of the court of inquiry, and last night an officer was sent to Senor Caballero to ask him if he would appear as a witness before the court. He announced his willingness to do so.

Many strange tales of the disaster are brought out as the days wear on. One of these was made known yesterday, when the captain of an English bark, anchored in the harbor, nearly a mile distant from the Maine, told how a bewhiskered jaw had fallen on the deck of his vessel. The captain has been asked to appear as a witness before the court of inquiry.

REPORT AND DENIAL.

Ellery Allen Says Cromwell Line Will Continue to Sail to New York. New Orleans, February 23.—New Orleans shippers are advised that no more Cromwell line steamers will sail for this port from New York until further orders from Washington. The affair is a complete mystery.

New York, February 23.—Ellery I. Allen, general agent of the Cromwell line of steamers, says if the shippers of New Orleans are advised that no more of the company's vessels would sail to that port from New York until further orders from Washington such advice is unauthorized. "If a move of this kind has been taken or is contemplated," said Mr. Allen, "I would know of it and would issue the orders. I haven't given any instructions of this nature, directly or indirectly, nor has the company."

Havaco Was Scared. Havana, via Key West, February 23.—General Blanco on the night of the disaster was sitting with General Marinas in the corridor of the palace. When he heard the explosion he jumped from his chair, exclaiming: "At last they have put a shell in the palace."

Much in Little

Especially true of Hood's Pills, for no medicine ever contained so great curative power in so small a space. They are a whole medicine.

Hood's Pills

Always ready, always reliable, always effective. Hood's Pills are sold by all druggists.

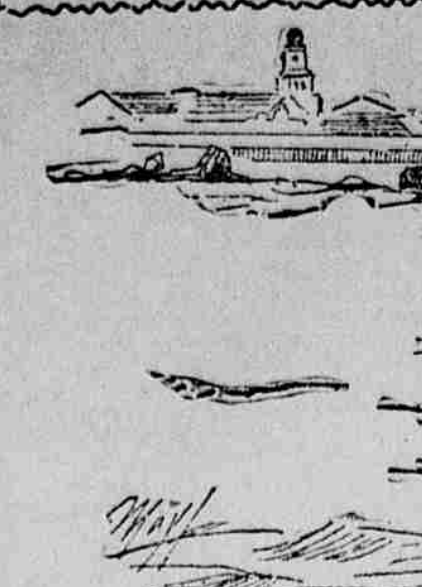
THE WRECK OF THE BATTLESHIP MAINE.

NOT TOLD TO LEAVE.

Day Discredits an Interview Credited to Him.

Washington, February 23.—Assistant Secretary Day denied an interview attributed to him in which he was reported to have said that the Americans in Havana were in great danger and that General Lee had advised them to leave the city.

"I have not had any intimation that General Lee has given Americans in Havana any such advice," said Judge Day, "and I have not discussed the matter."



A True Photograph of the great Battleship as it now lies in Havana Harbor.

A LETTER FROM SICARD.

His Health Will Prevent His Going to Sea with the Squadron.

CAPTAIN TAYLOR TO TAKE COMMAND

Large Number of Warships Being Assembled at Dry Tortugas—Spanish Legation Not Unhappy.

Washington, February 23.—The noon mail brought to Secretary Long a letter from Admiral Sicard at Key West. The admiral wrote he had not yet recovered his health and will be unable to go to sea with the squadron. He will remain on shore at his hotel in Key West and retain command of the squadron from that place so long as it remains in harbor there, relinquishing it only when it becomes necessary for the vessels to go to sea as a squadron.

It will be remembered the admiral suffered an attack of malarial fever and had secured a leave of absence of two weeks from the department just before the explosion of the Maine. He got as far as Tampa, but returned immediately to his command, which for only one day he had left in the hands of Captain Sampson. Should the squadron be obliged to go to sea with the admiral ill at Key West and the senior officer of his fleet, Captain Sampson, engaged in the investigation at Havana, probably the command of the squadron would devolve upon Captain Taylor, now commanding the battleship Massachusetts and commonly regarded as one of the brightest and bravest officers in the naval service.

A telegram from Key West today announces the sailing of the wrecking tug Right Arm from Key West for Havana last evening, so, without doubt, the vessel is now in Havana and has brought to Captain Sampson with me condition of the wreck the reinforcements of professional divers that he so urgently requested. With this assistance it is believed that the work of recovering bodies from the wreck of the forward portion of the Maine will be greatly facilitated.

Simultaneously with the departure of the Texas and Nashville from Galveston the Marblehead has left New Orleans and the Detroit will leave Mobile for Key West. These movements are also a part of the orders given early this month before the Maine disaster. The Montgomery is also due at Key West, having left San Domingo for Key West on the 16th.

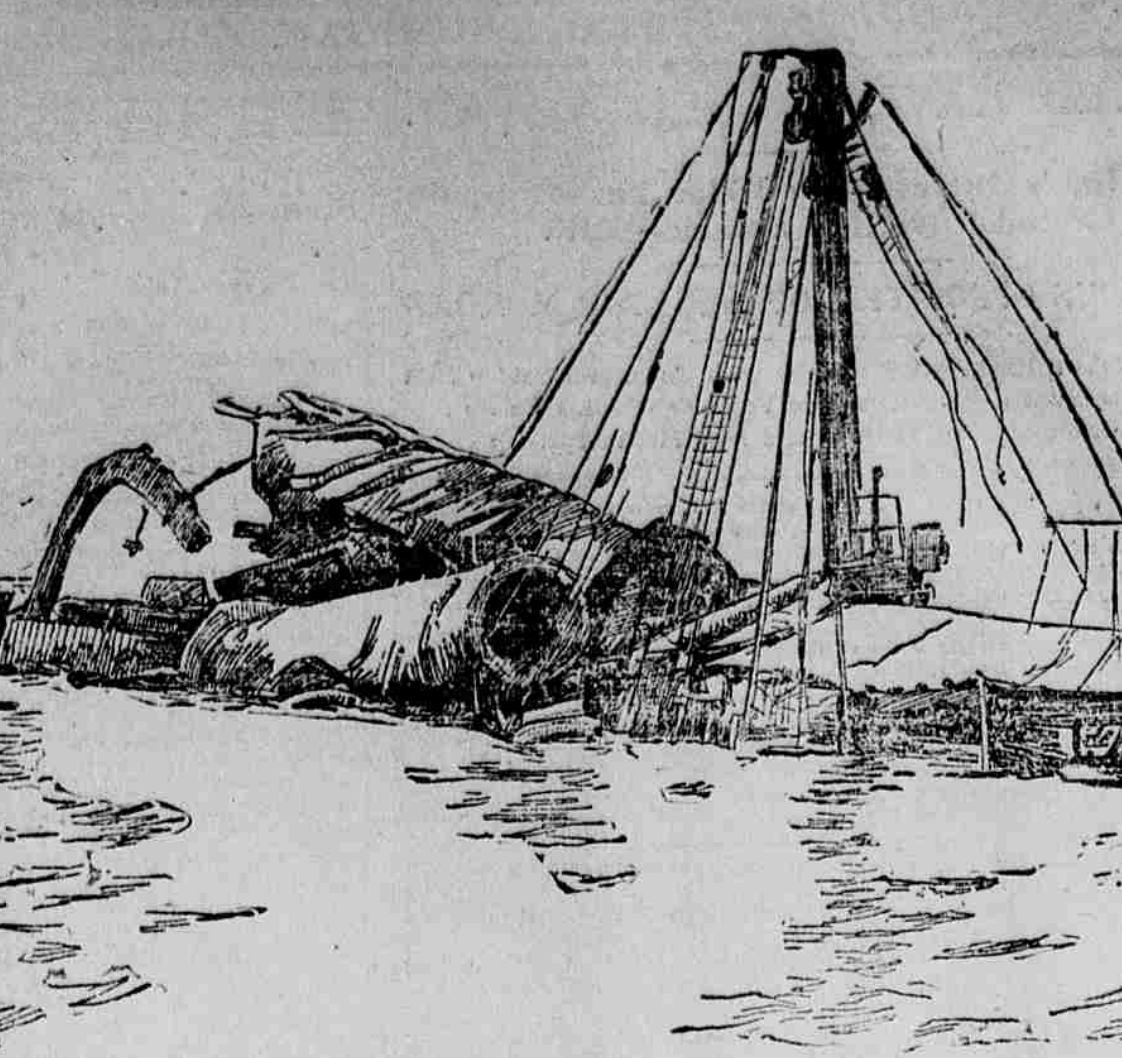
MAINE'S MEDICAL JOURNAL.

It is Now in the Archives of the Navy Department.

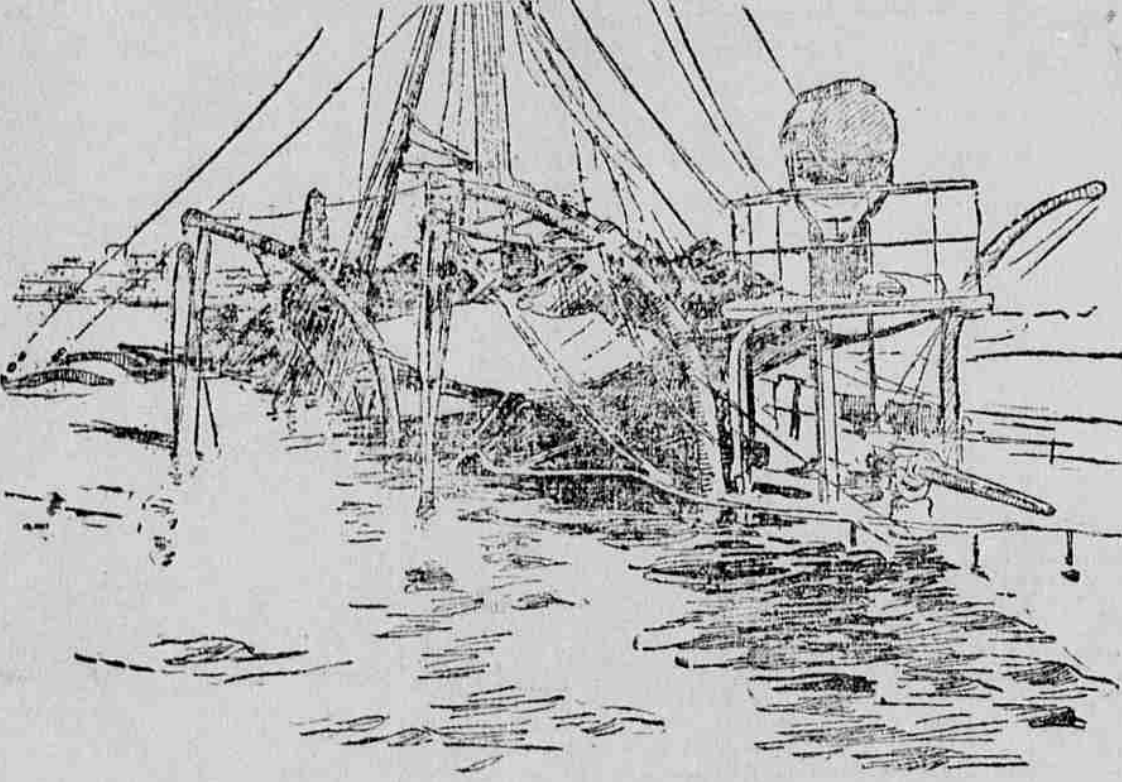
Washington, February 23.—There is a total lack of official news respecting the Maine disaster in both the state and navy departments today, so telegrams having come in over night and none having been dispatched. A reminder of the disaster reached the navy department in the shape of a water-stained and brine-flavored package inclosing the medical journal of the Maine. This document came through Consul General Lee's mail pouch to the state department instead of through the mails, from which it was probably barred by its weight. It was turned over to the chief clerk of the navy department and by him referred to the bureau of marine and surgery, where it will be kept for future reference in case of necessity.

While there remains an air of expectancy among naval officers whenever there is the least suggestion of news from Havana, the department appears to have settled pretty well down into its old routine. There is no longer much disposition exhibited to consider theories as to the cause of the disaster. No orders have yet come out to the double turreted monitor Terror. The situation as to her remains as it did when Secretary Long stated that she was being held for orders at Norfolk.

Nothing contributes more to digestion than the use of Dr. Sizer's Angostura Bitters. See that you get the genuine.



A True Photograph of the great Battleship as it now lies in Havana Harbor.



Present condition of the midship section. (From Photograph Furnished by J. G. Schriever, Traffic Manager Southern Pacific Company.)



One of the views as seen in a Photograph sent to J. G. Schriever, Traffic Manager Southern Pacific R. R. Co.

WORK ON THE WRECK.

NOTHING HAS DEVELOPED WHICH SHEDS LIGHT ON THE DISASTER.

Right Arm Is in Need of Supplies. Strong Wind and Rough Water Retards the Divers.

Havana, February 23.—The United States court of inquiry into the loss of the Maine met this morning at 10 o'clock and examined Dr. Honenberger, Paymaster Ray and Chief Engineer Howell of the battleship.

There was a recess ordered at noon and it lasted till 1:30 p. m. Several witnesses whose names are not now obtainable were examined during the afternoon. Another visit was made to the wreck by Captain Sampson, president of the court. The captain says he has no idea of the length of time the court will remain in session here. It all depends upon the testimony and new features requiring further investigation.

Captain Sampson added that sooner or later every survivor of the Maine will be examined by the court, which seems to imply that sessions for that purpose will be held at Key West. Although this information is meager, it is absolutely all Captain Sampson will give to the press.

The correspondent of the Associated Press sees him by appointment twice daily, but there is a rigid rule to observe all the time in the case have been developed through the testimony presented.

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EATEN BY VULTURES.

Bodies of Three Sailors Were Devoured by the Foul Birds.

Havana, February 23.—The bodies of the missing officers, Jenkins and Merritt, have not been recovered. The divers reached the former's room, but it was found that his body was not there.

So far the sharks have given no trouble, but the vultures have left scarcely anything but the skeletons of three men who were entangled in debris very near the surface of the water. The bodies were not noticed by any one until the foul birds had completed their ghastly work.

THE COAST FORTIFICATIONS

General Merritt to Make an Immediate Inspection.

SOME EXCITEMENT IN ARMY CIRCLES

One of the New Artillery Regiments Will Be Stationed at Sandy Hook. Other Goes South.

New York, February 23.—The World says: Major General Merritt, in command of the Eastern department of the United States army, will start on a tour of inspection of the Southern fortifications before the end of the week. It was his original intention to leave Governor's Island today for New Orleans, but at midnight it was generally understood that he would not be able to start for a day or two.

This sudden move on the part of General Merritt, following so closely on the order of General Miles relative to the necessity of completing the new work at the fortifications throughout the country, has created a little excitement in army circles. He is probably going on his annual tour of inspection, but at the island, Fort Wadsworth and Fort Hamilton it is understood that his mission is of far greater importance than the regular visit. It is believed that work on the new ordnance for the Southern fortifications has not been going on with sufficient rapidity to satisfy either General Miles or General Merritt. At the new works at Fort Hamilton of the four new guns only three are now in position. Fort Wadsworth has fared more fortunately.

Another feature which has a bearing on General Merritt's departure is the artillery bill which passed the senate. This bill provides for the maintaining of two more artillery regiments. It is thought General Merritt will have one of these quartered at Sandy Hook. The other will be immediately distributed among the various posts along the Atlantic coast.

When General Miles sent word to General Merritt relative to the necessity of getting all available ordnance ready for immediate use, he especially referred to the work under way at Fort Hamilton and Wadsworth. These points are of the greatest importance and practically control the lower bay. Their works will all be personally inspected and investigated by General Merritt in the near future.

It is General Merritt's intention to first visit New Orleans and inspect Fort Phillips and Fort Jackson. The other forts that include New Orleans, Mobile, Pensacola and Savannah, those cities being visited in the order named.

CONGOSTO CENSURED.

Accused of Sending Dispatches to a New York Paper.

Havana, via Key West, Fla., February 23.—It is reported that Senor Jose Congosto, the secretary general, has been censured by General Blanco, under instructions from Madrid, for sending dispatches to a New York newspaper with reference to the Maine explosion and warned not to offend again.

RUSHING WORK ON VESSELS.

Baltimore, Md., February 23.—Work on a number of government vessels is being completed at the Columbian Iron works, where a force of 500 to 600 men is kept busy.

THE MAINE

The Theory That a ... Caused the Wreck

THE WRECKERS WILL ...

Captain Sampson ... Judged Disposition

EVERYTHING IS KEPT ...

Any Reported Interview ... to Stay at Hampton

Washington, February 23.—A dispatch from today, bringing private letters from officers lately attached to the Maine, caused a wave of excitement in the department, for there were all sorts of rumors as to the contents of the letters, very few of which rumors, in fact, had any sound basis.

The only feature that could be of importance as throwing any light on the cause of the explosion was the fact that two aft boilers in the Maine were all of the eight boilers of that type were under steam at the time of the explosion. This fact had, however, as it disposed finally of the theory that an exploded boiler had caused the wreck. The experts all say the possibility could the aft boilers have wrecked the fore part of the ship and left the aft part almost intact.

The contract contains a clause that the wreckers to use their own judgment in the selection of the two largest wrecking cranes in the country, by which their operations will be at the service of the government.

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Advertisement for a medical product, mentioning 'Sick and Weak' and 'do you want to be cured'.