Continued from First Page.

from the City of Washington were found to be riddled with flying debris from the Maine and unfit for use. Captain Sigsbee was the last man to leave his vessel, and left in his own gig.

"I have no theories as to the cause of the explosion. I cannot form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Havana Harbor was full of torpedoes, but the officers whose duty it was to examine into that reported that they found no signs of any. Persinally, I do not believe the Spanish had anything to do with the disaster. Time may tell.

"We were in a delicate position on the Maine of far as taking any precautions was concerned. We were friends in a friendly, or alleged friendly, port, and could not fire upon or challenge the approach of any boat boarding us unless convinced that her intention was hostile.

"I wish to Heaven I could forget it! I have | world been in two wrecks now and have had my share. But the reverberations of that sullen | Stream meeting the tide and wind, and there is yet resonant roar, as if the bottom of the sea were groaning in torture, will haunt me for for the frequent delays of the boats in the many a day, and the reflection of that pillar of | ninety-mile passages between this port and Haflame comes to me even when I close my eyes."

THE MAINE DESTROYED FROM WITHIN. SUCH IS THE BELIEF OF THE SURVIVORS WHO REACHED KEY WEST.

Key West, Feb. 17.-The Associated Press correspondent here has had an opportunity to quesa number of the officers and men who were board the warship Maine at the time of the aplesion, and it is the opinion of all of them that the explosion was due to some interior tornedo on the outside.

Regarding the explosion the officers of the Maine are reticent. They are evidently under orders to keep quiet on the subject. Some of the n insist that the explosion was caused by a large torpedo, planted before the Maine arrived at Havana. The naval men here say that be possible, but is not likely. The anfor the Maine was designated by a and the location of the buoy was fixed by the harbor officials. It is added that any official perfectly posted as to currents and tides might plant a torpedo at night so that, under certain conditions of tide, it would be under the forward part of the Maine as she swung to her Once planted, it is further stated uch a torpedo could be exploded from the there or from a boat at any time fixed upon by those in the secret. All this, however, is regarded as being unlikely to occur, and as being almost impossible to occur without the collusion

The Maine, according to the reports received was split open forward; therefore, it is it is difficult to see how such a result could be attained by a torpedo from the outside, and therefore it is pointed out that the explosion seems to have come from within, although the keys of the magazines were in the hands of Captain Signbee at 8 ju m.

When the keys of the magazines were delivered to Captain Sigsbee the temperature of the forward inegazines was 59; and it is said that no high explosives were stored there, which seem to make the mystery more dense.

ire expressed here that the divers will able to throw light on the cause of the since the forward part of the Maine practically in atoms. Why the main maganich was filled with high explosives and incered by concussion, did not explode is or mystery, and mercy as well, since, had he after magazine exploded, no one on board could possibly have escaped death.

A lieutenant of the Maine, whose name is withheld at his request, was asked to-day regarding the dispatch from Havana saying that a diver had discovered a hole apparently made by a torpedo in the hull of the Maine. He said Thy, not make the hole 800 feet, or 8,000 One story is as likely as the other."

In short, the cause of the explosion is completely shrouded in mystery, and the demolition of the battle-ship is so complete that it is probable that the secret of the disaster may never

The anthracite coal here for the supply of the United States warships is being overhauled. in a search for infernal machines. It is pointed t, however, that the Maine took her coal on board here a week ago, and that it is not likely that the mechanism of any infernal instrument would delay action so long.

SAW THE BATTLE-SHIP BLOW UP. STORY OF A RHODE ISLAND MAN WHO WIT-NESSED THE DISASTER.

idence, R. I., a passenger on board the City of silence fell upon the assemblage as the head of Washington, of the Ward Line, which was the procession filed from the dockhouse. Exmoored near the battle-ship on Tuesday night cited men and women became hysterical, and at the time of the disaster, in describing the catastrophe to-day said:

While we were conversing in the cabin at holes and saw an immense flash shoot up in the air, with a terrific report. Debris of all kinds and a large number of bodies were thrown upward. It was at first believed that the Maine was being fired upon, but afterward, as the City of Washington was struck by what turned out to be falling debris and she careened, it was thought she was being fired upon. A second explosion took place and, following it, we heard groans and cries of 'Help!' 'Help us!' The boats of the City of Washington and those of the Spanish cruiser Alfonso XII were hurriedly launched and went to the rescue. I went in one of the hoats of the City of Washington, and the scenes I witnessed were heartrending be-

youd description. Two of the small boats on board the City of Washington were stove in by debris from the Maine, which sank even with the water in about three 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, etc. The officers of the City of Washington did all in their power to make the rescued men comfortable. About half an hour after the explorion Consul-General Lee, the Civil Governor of Havana and Captain-General Blanco's Chief of Staff came on board. General

Lee remained with us all night.

The affair caused the utmost excitement in Havana. Seven bodies were picked up in the harbor yesterday and were identified, though

occurred forward of the amid-

THE WOUNDED MEN DOING WELL.

IMPRESSIVE SCENES AT KEY WEST WHEN

THE MAINE SURVIVORS WERE LANDED. Key West., Fla., Feb. 17.-Late reports to-day from the wounded of the Maine show them to be doing well, except in the case of Patrick Foley,

the apprentice, whose skull is fractured. It is feared Foley will die. The officers from the Maine here are at the hotels or are quartered with Army or Navy friends, and the seamen and others have been

provided for at the barracks or have been sent to the cruiser New-York. A distribution of clothing was made to them as soon as possible. The officers can buy all they want here in the way of clothing.

Now it is the officers and men not connected with the Maine who show signs of exhaustion. Commander Forsyth, of the naval station here, has been on duty ever since the first news of the disaster was received here, and the officers and men on the torpedo-boats Cushing and Ericsson have been under a great strain, which no one who has not travelled on these "elongated coffins" can appreciate. Fortunately, the threatened norther did not develop, so the trips between here and the Tortugas were not so bad.

GORHAM Sterling Silverwares

Broadway & 19th St. 23 Maiden Lane.

But after a few accidents, the discovery will be made that the Florida Channel, between Key West and Cuba, is one of the roughest and most dangerous passages for small boats in the worse than the English Channel, the Gulf always a treacherous sea. These facts account vana, and opinion is growing stronger here that torpedo-boats are not fit for outside cruising. It was a sad scene at the dock last night as

torpedoes planted in Havana Harbor, it is said at the Navy Department that nobody aside from the Spanish officers in Havana knows what has been done to protect the harbor in that manner. It is customary to divide all great harbors into sections, and in plans of coast defence, to assign plans for torpedoes on the bottom at certain intervals. The location of these torpedoes is kept a profound secret, only a few officers of the Army being intrusted with the knowledge. If their location were known, it would be easy for an attacking enemy to remove or explode them without causing harm to their own vessels. It is not usual to keep the torpedoes actually in their berths in the water in times of peace. They are placed in the positions assigned to them only as a war measure. There are some exceptions to this rule, for instance at Hong Kong, where the torpedoes are at all times kept in position, and it may be presumed that the same precaution has been taken in Havana Harbor to guard against an unexpected raid by a wrift seament. the same precaution has been taken in Havana Harbor to guard against an unexpected raid by a swift steamer that might fall into the hands of the insurgents. These torpedoes are not of the contact type, as the torpedoes that are set to go off upon the touch of the hull of a vessel passing over them are called, but are arranged to be exploded only by means of electric currents sent from shore by burled wires. These fixed torpedoes are really mines, and carry much larger charges than the small automobile torpedoes discharged from the torpedo tubes of warships. automobile torpodoes d pedo tulies of warships.

Barcelona, Feb. 17.-Lieutenant-General Valeriano Weyler, who arrived here to-day, exTry Grain=0! Try Grain-0!

Ask your Grocer to-day to show you a package of GRAIN-O, the new food drink that takes the place of coffee.

The children may drink it without injury as well as the adult. All who try it, like it. GRAIN-O has that rich seal brown of Mocha or lava. but it is made from pure grains, and the most delicate stomach receives it without distress. If the price of coffee. 15 cents and 25 cents per package. Sold by all grocers.

Tastes like Coffee Looks like Coffee

Insist that your grocer gives you

now suffering from their wounds and hurts

to express an opinion as to the significance from a naval point of view of the disaster to the Maine, replied:

"The destruction of the Maine is very significant in two respects: First, it illustrates the tremendous power of modern explosives and their capacity for wholesale destruction of life and property. Battles hereafter will be very different from the old-time peppering of a broadside with bullets, where the fatalities were comparatively small. Hereafter it may be practically all or none. War is no longer a thing to be lightly suggested. Second, the mightiest battle-ship is of little avail against these explosives, whether applied from within or without. Their tremendous power and the capacity and ingenuity of an intelligent people in using them make any invasion of our shores mighty risky for the invader. The terror they will inspire is itself a great element in our system of fortifications."

DEATH OF MERRITT AND JENKINS. BODIES OF THE TWO OFFICERS THOUGHT TO BE IN THE WRECK.

Washington, Feb. 17.-The State Department from Consul-General Lee:

"Merritt in junior officers' messroom, Jenkins in wardroom messroom at the time of explosion. Latter left before an officer who was saved. Must have gone the wrong way. Lights

Clinkers

In the grate put out the fire. Dead tissue clogs and poisons the body. It must be expelled by skin, bowels, kidneys and lungs or the first slight sickness will soon develop into a very serious matter. A cold checks the action of these organs. They need that healthful stimulant,

Duffy's Pure Malt Whiskey,

which prudent people know to be a shield against grip, bronchitis and pneumonia and other ailments on the winter list. It this afternoon received the following dispatch prevents congestion and gives appetite. Just what is needed when coughing, fever and short breath give warning of danger. Sold by Druggists and Grocers.

> THOMAS J. DURCHANT, landsman, WILLIAM M.NAIR, ordinary seaman, MICHAEL FLYNN, seaman, MICHAEL FLYNN, seaman.
>
> MEN SERIOUSLY HURT-FIVE.
>
> CARL CHRISTIANSEN, fireman, first class.
> PATRICK J. FOLEY, apprentice.
> GEORGE FOX. landsman.
> ROBERT HITCHINS, hardsman.
> G. J. DRESSLER, apprentice.
> Of the men seriously hurt, only one, Foley, is considered to be in any danger. The list has been compiled carefully by Lieutenant Jungen and myself, and is, I think, correct.
>
> FORSYTH. The Navy Department also received the following from Commander Forsyth:

> lowing from Commander Forsyth:
>
> The following is the list of the officers of the Maine now at Key West, all uninjured:
> Lieutenant JOHN HOOD
> Lieutenant CARL JUNGEN
> Lieutenant GEORGE P. BLOW.
> Lieutenant GEORGE P. BLOW.
> Lieutenant GEORGE J. BLANDEN.
> Passed Assistant Engineer F. P. BOWERS.
> Assistant Engineer J. R. MORRIS.
> Naval Cadet RHONSON.
> Naval Cadet P. WASHINGTON.
> Naval Cadet A. CRENSILAW.
> Naval Cadet A. CRENSILAW.
> Naval Cadet D. F. FOYD.
> Pirst Lieutenant CATLIN. Marine Corps.
> Bontswain F. E. Larkin.
> Gunner J. HILL.
> Carpenter GEORGE HELMS.
> Paymaster's Clerk M'CARTHY.

LATEST LIST OF THE VICTIMS. MADE UP PROM CABLE ADVICES TO THE NAVY

Washington, Feb. 17.-The Navy Department to-night made up from its latest cable advices the following list of dead, wounded and rescued from the Maine. The names marked "doubtful" are uncertain owing to errors in telegraphic transmission, which prevent their corresponding to the muster roll on file in Washington: DEAD. E. P. GRAHAM,
R. WHITE.
J. P. AITKIN,
HENRY ALCHENBACE,
WILLIAM COLEMAN,
WILLIAM HOUGH,
J. C. NEILSON,
J. SUGUSAKI,
JOHN A. HALLBERG,
M. OHYE.

ATRICK FLYNN HARLES FRANKE C MOSS E WICKSTROM

M GONIGLE,

CHARLES CURRAN,
WILLIAM HAMBURG
F. H. KNEISE,
JOHN PORTER,
ELDON H. MEBO,
A. J. FISHER,
AUG. SCHROEDER,
L. M. FLEISHMAN,
GUSTAV HOLM,
B. FOUNTAIN,
FRANK GABDNER,
C. A. SCOTT,
ARTHUR BHOFFELDT,
FRANK ANDREWN
E. HARRIS,
J. PALMGREN,
C. E. LOWELL,
F. FISHER,
W. C. HANRAHAN,
JOHN R. BELL,
E. H. MOORE,
A. SUMMONS,
M. FLAHERTY,
J. T. ADAMS,
W. CHAMBAHAN,
H. E. SALMIN
C. H. JENKS,
GEORGE EDLER,
E. MATTSEN,
J. H. SHILLINGTON,
E. B. HAWKINS,
W. H. HEILSTRUP,
A. C. BRUNS,
W. H. HEILSTRUP,
A. C. W. F. EIERMANN,
PATRICK O'NEIL,
D. O'C. HARLEY,
P. HITLER,
W. WILLIAM S. MILLER,
W. C. HARLEY,
P. H. HELLER,
M. C. W. F. EIERMANN,
PATRICK O'NEIL,
D. O'C. HARLEY,
P. HITLER,
W. WILLIAM S. MILLER,
W. WILLIAM S. MILLER,
W. WILLIAM S. MILLER,
WILLER,
WILLIAM S. MILLER,
WILLIAM S. MILLER,
WILLIAM S. MILLE

MICHAEL GRIFFIN, N. T. MUDD, JAMES H. MASON, D. J. TEHAN, GRIFFIN. D. J. TEHAN.
O. SHERIDAN.
J. F. WALSH.
J. J. M MANUS.
W. J. HORN. W. J. HORN, THOMAS TROY J. W. LOUDEN, T. FINCH, WALTER CAMERON, THOMAS CAIN, I R. LEWIS M. LANAHAN. H. HERRIMAN. KITIGATA, WALLACE, SHEA. E MILLER. P. BARRY. W. WILBUR. E GRUPP T. MAGAMINIE, P. C. JOHANSON, WM H. TINSMAN, L. L. BARRY gone. Boyd climbed through and tried to pull Merritt up, but latter let go his hands, fell back and was drowned. Bodles of these officers not and was drowned. Bodies of these officers not yet found; possibly in wreck. Sailors' funeral to-day at 3. Will be an immense procession."

The family of Darwin R. Merritt, the engineer officer who was lost from the Maine, telegraphed to the Navy Department to ask if it was positively known that he had been drowned. The only reply the officials were able to make was that they understood such to be the case. L L BARRY
A CENTER
J E MARSHAL
J H ZEIGLER
CHARLES JENNINGS,
ELWARD BURNS
MAETIN TUCHES,
WALTER S SELLERS,
GEORGE WHITER,
F E KINSET
JOHN MAETENSEN,
CHARLES HAUCK
G D FACISEL
FU WARD LAWLER,
S LEES
S LEES TO WATCH OVER THE WRECK. A LIGHTHOUSE TENDER DETAILED AT CAPTAIN Washington, Feb. 17.—Yesterday Captain Sigsbee suggested to the Navy Department, through the commander at Key West, that it would be well to detail a lighthouse tender or some such small craft to watch over the wreck of the Maine. As the to watch over the wreck of the Maine. As the upper works are above water in places, and much valuable property is thus exposed, the Department has acted on the suggestion, and has authorized one of the vessels now at Havana, the Mangrove, probably, to be used for this purpose.

S LEES
JOHN P ETTS
P BLOOMBERG
W R B CAUFFELD
CHARLES LAIRD
T I O'HAGAN
C M NOLAN
WILLIAM COSGROVE
K SUZUKI WILJAM COSGROVE,
K SUZUVI
JAMUS OTONNOR
JOHN POLLEBE,
MICHAEL, KANE,
T J HAFV
JOHN POWERS
WILLIAM NOBLE,
J A ROBERSON,
G LEUPOLD,
JOHN WARREN
THOMAS J GARDNER,
WILJAM RUSHWORTH,
O ISHIDA
P GAFFNEY
THOMAS J GARDNER,
WILJAM RUSHWORTH,
O ISHIDA
P GAFFNEY
THOMAS J GARDNER,
WILJAM RUSHWORTH,
O ISHIDA
P GAFFNEY
THARLES F JUST
JOHN BOOKENDER,
JAMES DRURY
JOHN KELLY
A RESKULL
A R HENNEKES,
C F J FADDER,
C A HAMMLTON,
J PINKNEY,
N FISKIG
THOMAS CLARK

THOMAS CLARK.

AMES BOYLE DOUBTFUL. PETER JOHNSON, JOHN ANDERSON, CHARLES JOHNSON, JOHN ANDERSON, CHARLIE ANDERSON, J. W. JOHNSON, GEORGE JOHNSON,

OSKAR ANDERSON,
JAMES W. ALLEN,
JOHN H. REJOMER,
FRANCIS D. CAHILLA
ANNIL C. ANDERSON,
CITARLES REFGMAN,
DANIEL CROMIN
GEORGE DAVID.
GISTAVE J. DRESSLER,
CARL A. CHRISTIANSON, CARL A CHRISTIANSON.
PATRICK L FOLEY,
GEORGE FOX.
ALFRED HALLBERG,
JOHN HERBERT,
ALFRED B. HERNESS,
FREDERICK HOLZER,
HARRY JECTSON,
FRED JERNE
GEORGE W. KLOERER,
JOHN B. LOAD
WILLIAM MATTISEN,
JOHN B. LOAD
WILLIAM MATTISEN,
JOHN B. PANCK
WALTER E. RICHARDS,
JAMES ROWE,
CARL A SMITH,
WM. H. HOMISON,
JAMES WILLIAMS
UNINJI

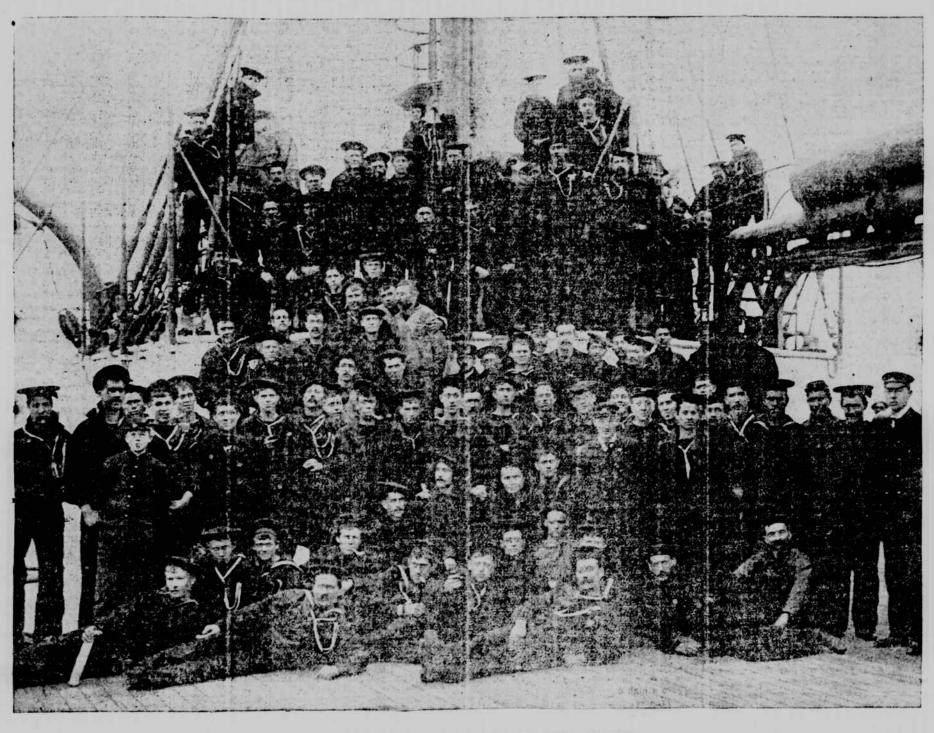
UNINJURED.

WESTMORE HARRIS, FETER LARSEN, THOMAS MELVILLE, MARTIN REDEN, C. H. BULLOCK. KATSUSABURO KUS-HUDA. LEWIS LORINIERE PETER MIKKELSEN, PRANK RUSCH, JOHN H. TURPIN, E. AWO. DANIEL & TOPPING ALONZO WILLIS, W. ANTHONY, JOSEPH LITTZ CHARLES P. GALPIN. MICHAEL MEEHAN.

INITIALS INCORRECT, CANNOT LOCATE. WILLIAM ANDERSON, CARLOS, H. JOHNSON, J. M. MOUNERE, A. HALLON, A. SENETAL, W. WILLIAMS.

KENTUCKY LEGISLATURE TO ACT. A RESOLUTION OFFERED URGING CUBAN INDE PENDENCE. Frankfort, Ky., Feb. 17 .- A resolution was of-

fered in the Legislature to-day, and set for con-sideration to-morrow, instructing the Senators and requesting the Representatives in Congress from Kentucky to do all in their power to secure the independence of Cuba. The resolution denounces the treachery of Spain and the failure of zutonomy and all other efforts of the United States to cure peace.



THE SHIP'S COMPANY OF THE MAINE.

lances by artillerymen, and the sufferers tenderly placed on seats for conveyance to the marine hospital. The brave fellows bore their sufferings admirably, and some limped through the lane of easer faces with their arms in slings, heads bound and blood-stained bandages on legs or trunks. The crowd had been yelling as only Key West, Feb. 17 .- Joseph M. Mann, of Prov- excited Cubans and negroes can yell, but a great many a Latin prayer was heard from lips that

had been shouting a moment before. Every possible arrangement for the comfort of about 9:20 on Tuesday night a loud report all who were disembarked had been made, and startled the company. They rushed to the port- all who could talk praised highly the kindness of the Spanish officials in Hayana, who opened

their hearts and wardrobes to the survivors. There were some curious escapes from death when the Maine blew up. Three men were doing punishment watch on the port quarterdecli when the explosion occurred. They all escaped unhurt.

One man was sleeping in a yawl hanging from the davits. The boat was blown to pieces and the man was thrown into the water. He was rescued unhurt, but some time elapsed before he could be convinced that the whole matter

Commander Winn, retired, of the United States Navy, who is living here, has been in-defatigable in his care of the wounded, and his daughter and niece have written a number of

letters for the wounded men. Commander Forsyth is constantly in personal charge of everything being done here for the relief of the wounded, etc., and deserves the highest commendation for his display of efficiency in a time of great stress. He is deluged with telegrams and has many personal matters

thrust upon him. The American and Cuban women here are busy preparing delicacies for the wounded and supplying the hospital with flowers. Every one, from the bootblacks to the wealthy cigar manufacturers, are animated by sympathy and are anxious to do anything in their power to re-

lieve the wounded. No boats, except torpedo-boats and the cruiser New-York, here or near here, are suitable to send to Havana. A strong wind prevails and there is rough water in the Gulf and Florida Channel. The Bache, Coast Survey vessel, is not likely to be here before to-morrow. The Mangrove or Fern may come from Havana at any time.

TORPEDOES IN HAVANA HARBOR. IF THERE ARE ANY THERE, THEY CAN BE EN-PLODED ONLY BY ELECTRICITY.

Washington, Feb. 17.—The Navy Department authorizes a denial of the statement attributed to Captain Signbee, that he recommended to the Department before he sailed for Havana that no other ship than the Maine be sent there, because the harbor was too dangerous, owing to the number of torpedoes planted in the bottom. As a matter of fact, Captain Sigsbee had not the slightest hint given him that his ship was be selected for the visit tweive hours before it denoting. He was then at Key West do departure. He was then at Key West doing patrol work, and had gone to join the squadron at the Tortugas before the telegraph orders from the Lepartment for his ship reached Key West. The telegram was dispatched after him by means of the torpedo-boat Ericsson, and was delivered to him at the Tortugas that night. Before daylight his ship was on the way to Havans, and there was no correspondence with the Department beyond the acknowledgment of the orders.

befallen the United States warship Maine in Havana Harbor was "due to the indolence of

ment's permission to go to Havana and stand as a candidate for the Chamber of Deputies from the Havana District.

Resolved. That the Committee on Naval Affairs be directed to make an immediate and thorough investigation into the cause of the disaster of the batteries. The property of the disaster of the batteries in the property of the Senate.

BY MR. M'CLELLAN.

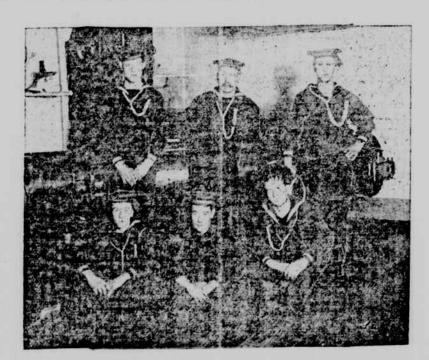
families of those who were lost in the Samoan hurricane several years ago, when fifty-four American officers and sallors were lost from the Nipsic, the Vandalia and the Trenton. Representative McClellan, of New-York, introduced in the sallor were taken up by the Naval Affairs Committee.

and hope and love which we gain from it alone the uphoiding and comfort only to be found there on earth.

A continuous and comfort only to be found there on earth. He announced his intention to ask the Govern- Mr. Allen introduced the following resolution:

Mr. Hale, chairman of the Naval Affairs Com-

TO CARE FOR FAMILIES OF VICTIMS. mittee, said he had no objection to the refer-A JOINT RESOLUTION OFFERED IN THE HOUSE ence of the resolution to his committee, but he did not deem it desirable for the committee now to proceed with an investigation of the melanfamilies of the victims of the Maine disaster will be cared for by the Government, as were the families of those who were lost in the Samoan engaged in making an investigation of the dis-



A GUN CREW ON THE MAINE.

Resolved, by the Secretary of the Treasury be and is hereby directed to pay out of any money in the Treasury not otherwise appropriated a sum equal to invelve months' pay to the legal heirs or representatives of each of the officers and crew of the United States steamship Maine who perished in the disaster in Havana February E. 1598, and the sum of \$150,000 or so much thereof as may be necessary is appropriated to carry out the provisions of this act.

INQUIRY PROPOSED IN THE SENATE. MR ALLEN'S RESOLUTION GOES OVER UNDER OBJECTION-THE BLIND CHAPLAIN'S PRAYER.

Washington, Feb. 17 .- At the opening of the Senate to-day the blind chaplain delivered the following prayer with reference to the disaster O Lord God, with our whole people we stand before Thee deeply moved by the appalling calamity

Defore daylight his ship was on the way to Havans, and there was no correspondence with the Department beyond the acknowledgment of the officers and men whose fives have been such alone canst bestow. We beeseth Thee to give Thy comfort and cheer to the brave and noble men who

the following joint resolution in the House to- | could do would be to act through the Navy De

could do would be to act through the Navy Department. He was satisfied that as soon as the Secretary of the Navy obtained definite information concerning the explosion and its details he would communicate the facts to Congress.

Mr. Allen objected to having the resolution sent to the Committee on Naval Affairs. Those of us," said he, "who are not members of the Naval Affairs Committee or of the Foreign Relations Committee cannot get information from the departments about these things. We are shut out as completely as if we were private citizens. I think i ought to get my information, and I am deeply interested in this matter. and I am deeply interested in this mat through the Committee on Naval Affairs of t Senate. I do not care to debate this matter to indulge in any extended discussion of it.
What I want is action by the committee that

it went over until to-morrow

when asked to-day by a Tribune correspondent

will give us information."

Mr. Chandler objected to the resolution, and SIGNIFICANCE OF THE DISASTER.

SECRETARY LONG GIVES HIS OPINION FROM A NAVAL POINT OF VIEW. Washington, Feb. 17 (Special).—Secretary Long,

rine Corps.
FRESENANI OWA, mess attendant.
DANIEL G. TOPPIN, private, United States W. R. COOK, private, United States Marine JOSEPH LUTZ, private, United States Marine MEN SLIGHTLY HURT-TWENTY-SIX. FRANK G. THOMPSON, corporal, Marine CHESTER GERMOND, private, Marine Corps.

SIGSBEE'S SUGGESTION.

MUCH INTEREST IN MEXICO.

PRESIDENT DIAZ HAS BULLETINS SENT TO

HIM

Mexico City, Feb. II.—President Diaz dired with United States Minister Clayton last night, and bulletins regarding the explosion of the Maine were sent him by request. There is intense in-terest in the matter here among Americans and Spanish residents, and the former have been in-clined to believe that some treacherous act caused the awful catastrophe.

THE SURVIVORS AT KEY WEST.

AN OFFICIAL LIST FURNISHED TO THE DE-

Washington, Feb. 17.-The Navy Depart-

ment received this afternoon from Commander

Forsyth at Key West the following detailed dis-

patch showing these survivors of the Maine,

Captain Sigsbee reports that the following-named officers and men were saved from the Maine, and are at Key West:

UNINJURED MEN-SIXTEEN.
PETER MIKLESON, seaman.
CHARLES GALPIN, private, marine.
THOMAS MELVILLE, coal-passer.
MICHAEL LANNAHAN, landsman.
PETER LARZEN, seaman.
MARTINE REDEN, seaman.
LOUIS MORINIERE, seaman.
ALONZO WILLIS, noprentice,
JOHN TURPIN, mess attendant.
WESTMORE HARRIS, mess attendant.
MICHAEL MEEHAN, sergeant, United States
Marine Corps.

EDWARD M'KAY, private, United States Ma-

UNINJURED MEN-SIXTEEN.

who are now at Key West:

PARTMENT BY CAPTAIN FORSYTH.

Mexico City, Feb. 17.-President Diaz dined with

CHESTER GERMOND, private, Marine Corps, John Herbert seaman, George Schwartz, ship's cook, ALFRED JOHNSON, seaman, WILLIAM H THOMPSON, landsman, CHARLES BEYGMAN, beatswafn's mate, HENRY MCANN, seaman, WALTER E RICHARDS apprentice, ARTHUR RAN, or ARTHUR RAU, seaman, JOSEPH H, KANE, landsman, WILLIAM M'DEVITT, private, Marine Corps, JOHN D, LOAD, master-at-arms, CHARLES LOHMAN, coal-passer, WILLIAM GARTRELL, flreman, first class, OSCAR ANDERSON, coxswafn, ALFRED HALLERERG, coxswafn, ALFRED HALLERERG, coxswafn, AMBROSE HAM, apprentice, JAMES WILLIAMS gunner's mate, HENRY WILLIAMS, cabin cook, HARRY TEACKLE, seaman,