WHOLE NUMBER, 14,527.

FOR SPEEDY RELIEF Measures in Behalf of Families of

SPONTANEOUS COMBUSTION THEORY. This Now Prominent in Accounting for

INQUIRY INTO THE EXPLOSION. Our Examination of the Wreck to Begin To-Day and to Be Independent of and Prior to That of

Habana Disaster.

WASHINGTON, February 19.-The Interesting feature of the day's news at the Navy Department was the decision of the government to allow concurrent investigations of the Maine disaster, for its own part, making an independent inquiry through the naval court of inquiry already appointed, while permitting the spanish authorities to make such investigation as they may desire. This arangement commended itself to naval men as fair to all, and at the same time calculated to develop the exact facts,

is a manner that could not be questioned. the omicials of the need of speedy relief easures for the benefit of the families of the victims of the explosion. Under a Treasury rules, the anothert of portions of pay to members of their families de by the men who perished in the wreck must stop at once. It is not ubted that Congress will do, as it did in the case of the Samoan disaster-prothe sailors who died at their posts. The nowever, is that such a measure cannot be passed at once, and, mean time, some of the families of the dead satiors will be in great distress. The subject has been taken up by Mrs. Long, and she has called a meeting for Monday to initiate the movement.

it happens that by the rare chance of an unexpected change of paymasters, re-cently, very little of the savings of the plaine's sautors went down in the vessel. about two weeks ago, Paymaster Little-eid, of the Maine, was relieved by Payaster May. The former came to Wash ngton, and has settled all accounts for the ship up to the time he left. The records show that Faymaster Hay had on nand in his sate only about \$5,000 in cash, probably gold, and a check for \$5,000, which, of course, is safe enough, without his endorsement, against loss.

SPONTANEOUS COMBUSTION. Since the spontaneous theory has come so prominently to the front as accounting for the disaster, the officials have been looking over the re-

The flagship New York was discovered to be on Hre March 9, 1896. Smoke was was cleared of powder safely, and it was found that the woodwork had been charred deeply. The cause was not at first perceptible, but it was soon discovered that an adjoining coal-bunker was burning. When the bunker was opened, the coal on top was not hot, but as the men dug down into the mass, it was found to be red hot inside. There was no manifestation of heat on the top of the bunker, nor in any other, save the one next the magazine. That startied the navas omcers, and the construcors made a considerable air-space between the bunkers and the magazine. In the designing of the new battleships new n was kept in mind, and everything possible was done to insulate the conl-bunkers from the

Secretary Long has given orders that with the expiration of this day there need be observed no longer the order to all ships and commanders to display the national colors at half-mast.

RAISING OF THE MAINE. There is no abatement of the talk of the expediency of raising the Maine. Chief-Constructor Hichborn is one of the most earnest advocates of the resurrec-tion of the ship, from both sentimenta and practical considerations. He points out that the ship lies in a land-locked harbor, easy for the wreckers to oper-ate in, and that if she can be rebuilt at a cost of a millon dollars, the government will save \$4,000,000, the first cost of such a battleship, with all of her equip-ment. Great Britain, he said, never abandoned a ship if there was the least chance to save her, and has not even yet abandoned the hope of raising the illfated Victoria, sunk in collision with the Camperdown, off the coast of Syria,

several years ago.

Commander Francis W. Dickens, the Acting Chief of the Bureau of Naviga-tion, and Secretary Long's right-hand man in the present emergency, said:
"The Maine must be taken to an American port, if there is enough of her bones holding together to warrant removal, and in all likelihood that will be done. If the explosion was more disastrous than is now thought to be the case; if the hull is so wrecked as to be beyond repair, then as much of the material as can be se-cured will be brought home and placed in a new Maine. It is to be remembered that great advances have been made in ship-building since the Maine was designed, and a finer ship to bear her name could be built to-day, but it would take time, and if any considerable portion of the ship is great with a modernized butthe ship is good, with a modernized battery, and improvements in rebuilding the troyed portions, a magnificent vessel can be quickly secured."

TO REBUILD THE SHIP. Chlef-Engineer Melville has decided views in favor of the proposition to re

build the Maine. Even suppose this cost \$1,000,000," said he, "a new ship equal to the Maine would cost nearly \$5,000,000. The repairs could be made, and the ship put in service again in a year at the farthest. To least three years. With regard to the practicability of raising the vessel, it is o be remarked that larger vessels have been raised which were at sea, where they were exposed to the waves, while the Maine is in a perfectly quiet harbor, one end resting in the mud, and part of the other end above water. The Maine is in a shallow spot, as protected as a mill-pond, and site is only a 6,000-ton ship. The British armoredad Howe, of over 40,000 tons, was raised off Ferrol, Spain, in the open ocean, and H. M. S Sultan of over 9,000 tons was raised an saved after she sank in the Comin-channel."

ENLISTMENT ROLL OPENED. Orders have been issued for the enlist ment of 300 men for the pavy, to fill the vacancies caused by the destruction of the battleship Maine and to complete

The new men will be sent to receiving ships, from where they will be sent to ships in commission, wherever needed. Commander-in-Chier Street, of the Union Veterans' Union, has offered to the President the services of 10,000 men of his

order for the defence of the country. They could be ready for action in forty-SPANISH INVESTIGATION. Becretary Long and Assistant-Secretary Day, of the State Department, had an in-terview with the President this morning.

read a cablegram from Consul-General

which lasted nearly an hour. Mr.

Lee, at Habana, transmitting a request from the Spanish authorities in Cuba that the Spanish officials be permitted to join with our own people in making an investigation into the cause of the disaster to the Maine. The matter was discussed at considerable length, and the conclusion was reached that while this government is willing to afford the Spanish authorities all reasonable facilities for conducting an investigation, yet it is thought best that the first inquiry should be made by our own commissioners.

The request of the Spanish Government permission to examine the wreck of Maine reached the State Department night, through the following mes-

"Habana, February 18.—Assistant-Secre-tary Day, Washington: Sigsbee begins to-morrow, with divers sent him from the United States, to recover all bodies still left in the wreck of the Maine, as well as the personner. well as the personal effects of officers and men, and whatever else can be obtained in that way. After that is completed, the Spanish Government would like to unite with ours in having the bottom of the ship and of the harbor in the vicinity jointly examined. (Signed)

OUR EXAMINATION INDEPENDENT.

The following is the answer sent: "Washington, February 19.—Lee, Con-sul-General, Habana: The Government of the United States has already begun an investigation as to the causes of the dis-aster to the Maine, through officers of the navy specially appointed for that pur-pose, which will proceed independently. This government will afford every facility it can to the Spanish authorities in what ever investigation they may see ht to make upon their part. (Signed)

"Assistant Secretary."

Secretary Long wired Admiral Sicard to-day, after his consultation with Presi-dent McKinley, telling him briefly what answer had been returned to General ee's application in behalf of the Spanish Government for permission to examine the Maine. He also instructed the Admiral to press forward as rapidly as possi-ble the work of a survey upon the Maine's hull, and to have the court of inquiry to proceed to Habana as soon as possible. CAUSE OF EXPLOSION.

It is scarcely expected at the department that any information of value as to the cause of the explosion will be available until the court has begun its formal inquiry. The divers now at work in the wreck are understood to be employed in securing dead bodies, and in the removal of the ship's papers and small articles of value, so that it is unlikely they would give any heed to the bottom of the hull, buried, as it probably is, done in the reaches. deep in the mud.

The officials here intimate that the discovery of pieces of torpedoes is not to be taken in itself as evidence of an outside attack upon the vessel, for it is fully expected that of the eight torpedoes on the Maine, some were more or less ruptured and scattered by the explosion which de-

stroyed the ship.

The apparent difficulty attending the sending down of divers to the Maine was relieved, if not entirely removed, by a statement to-day by Senor du Bose, Charge d'Affairs of the Spanish legation, that a complete and harmonious under-standing between Captain Sigsbee and the authorities at Habana had been reached on the matter of divers, and that the Spanish authorities viewed the Maine as extra-territorial—that is, a part of the sovereign territory of the United States just as a United States legation situated in foreign territory is regarded.

With the Maine holding this status as extra-territorial, all doubts as to work

on the wreck are removed.

course, Spanish territory, and some con-fusion had been aroused by the idea that this jurisdiction over the waters attached also to the wreck, in its present helples condition at the bottom of the bay.

ASSEMBLING OF THE COURT. A dispatch was received to-day from Admiral Sicard, dated at Key West last night, speaking of the assembling of the court of inquiry. The message was as

Secretary of the Navy-Bache salled from Key West for Habana, with the divers and stores for the Maine. The Iowa comes to Key West on the 19th, and Marix. The Massachusetts and Indiana are at Tortugas. Fifteen officers and forty-seven men from the Maine have been distributed at Key West Marine Hospital and the army barracks. More are due here on the 19th by the Mangrove. I shall hold all at Key West, pending the court of inquiry. No one of the twentyne apprentices that the Texas took from York city for the Maine was on board that ship.

Captain Sigsbee forwarded another and revised list of the injured and the dead so far identified, this morning, as follows "One hundred and twenty coffins, cor taining 125 dead bodies, now buried; nine ready for burial to-morrow. LIST OF INJURED.

"Pollowing injured are in hospitals at Habana: F. C. Holzer, ordinary seaman G. W. Koebler, apprentice of the firs class; John Heffron, ordinary seaman; F. D. Cahill, landsman; James W. Allen mess attendant; Jeremiah Shea, coalpasser; William Mattison, ordinary sea J. Waters, landsman; M. Webber, tanasman; Thomas Mack, lands

"Following injured sent to Key West by Mangrove (light-house steamer) to day: B. R. Wilbur, coxswain; J. E. wnite, landsman; D. Cronin, landsman Jonn Conce, private marine; J. H. Bloom er, landsman; A. V. Harness, gunner's mate, third class; James Rowe, ship's cook; G. F. Pilcher, ordinary seaman William McGinness, private marine. BODIES IDENTIFIED.

rollowing are all the bodies that have been identified up to date: J. H. Dierking, drummer; J. A. Graham, chief yoe man; W. H. Tinsman, landsman; J. F. Brown, sergeant of marines; S. E. Mero chief machinist; H. J. Keys, ordinar; seaman; William Cosman, fireman, se cond class; Joseph Seery, fireman, first class; J. H. Roberts, private marine; N J. Smith, apprentice, first class; A. Erickson, seaman (died in hospital to day); J. J. McManus, fireman, class; F. H. Kniese, machinist, firs class; Henry Gross, landsman; C. F. Has sell, gunner's mate, third class; William J. Fewer, boatswain's mate, second class: Gestav Holm, boatswain's mate, second class; C. F. W. Eirmann, gunner's mate, nrst class; Fred. Jernoe, coal-passer gunner's mate, third Carlton Jeacks, class; F. C. Phillips, apprentice, first class; N. T. Mudd. seaman; T. J. Jones, coal-passer; Samuel Lees, ordinary sca-man; L. L. Barry, Coal-passer; Anthony Conroy, coal-passer; Charles Currant, coxswain; Patrick Hughes, fireman, first class; William Donoughy, ordinary sea man; Frank Sutton, areman, second class; Daniel Price, fireman, first class C. F. Just, apprendee, first class; James Boyle, quartermaster, first class; Joseph Scully, boller-maker; A. B. Hennekes, gunner's mate, second class; Truble Finch, apprentice, first class; W. S. Sellers, apothecary; A. J. Holland, coxswain (died in hospital).

Expressions of condolence still continue to flow in at the State department from sympathetic foreign nations. Notable among them was one from the Queen Regent, of Spain, as follows:

"Madrid, February 19, 1898.-President McKinley, Washington: Her Majesty, the Queen, has just sent one of the gentle men of the Royal household to expresthrough me to your Excellency her pro-tound sorrow and sympathy in the sad accident which has befallen the United States steamer Maine at Habana."

CONTRACT WITH WRECKERS.

The contract for the work of saving portions of the Maine, and, if possible, raising her, was not closed to-day, although representatives of wrecking concerns were in conference with Navy Department officials throughout the day.

Captain Lemly, who will frame the contract, said that progress, had been read. tract, said that progress had been made

toward understanding the general plan of operation, but that a final agreement had not been reached.

Until to-day the Merritt & Chapman Wrecking Company and the Boston Towboat Company have been alone in the field, and the department understood they had combined their interests. This would have insured the government the double facilities of these extensive workers, and would have given them the contract. But to-day the Luckenbach Wrecking Comonly. facilities of these extensive workers, and would have given them the contract. But to-day the Luckenbach Wrecking Company, of New York city, entered upon a competition for the work, and before the day closed it had made a bid. The Gove other concerns did not bid to-day, but exother concerns did not bid to-day, but expect to do so Monday. The plan proposed by them is to use the large wrecking tug Orion, of the Boston Company. In conjunction with the powerful cranes of the Merritt Company. If this plan is adopted, the Orion will carry the wrecking material to Habana, and then serve in transporting the heavy turrets, guns, and detachable parts of the Maine back to the Norfolk navy-yard, where it

Burleigh, Burton, Butler, Capron, Chick When the investigation into the cause of the disaster commences, the Spanisi Government, it is said here, will collabo

KEY WEST INJURED BETTER. Admiral Steard Providing for the

Burleigh, Burton, Butler, Capron, Chlckering, Cuark of Iowa, Cochrane of New York, Coddling, Connolly, Corliss, Crump, Crumpacker, Cummings, Curtis of Kansas, Dalzell, Danford, Davey, Davidson of Wisconsin, Davison of Kentucky, Dingley, Dorr, Driggs, Eddy, Elliott, Ellis, Fitzgerald, Fletcher, Foote, Foss, Fowler of New Jersey, Gardner, Gibson, Ginett of New York; Gillette of Massachusetts, Graff, Greene, Griffin of Wisconsin, Grosvenor, Grout, Hamilton, Harmer, Hawley, Hemenway, Henderson, Henry of Connecticut, Henry of Indiana, KEY WEST, FLA., February 19.—The condition of the injured at the Marine Hospital and barracks is still slightly Improved.

The injured men who arrived on the Henry of Connecticut, Henry of Indiana,

Bromwen, Brosius, Brumm, Buil,

THE MAINE AS SHE NOW APPEARS IN HABANA HARBOR---AND MEMBERS OF THE COURT OF INQUIRY.

The court of inquiry appointed by the government to investigate the Maine disaster is composed of Captain W. T. Sampson, commanding the battleship lowa, president; Captain F. E. Chadwick, commanding the armored cruiser New York, member; Lieutenant-Commander W. P. Potter, executive officer of the New York, member; Lieutenant-Commander Adolph Marix, formerly executive officer of the Maine and now executive officer of the receiving-ship Vermont, Judge ad-

The court is recognized by naval experts as composed of officers of the highest reputation. Captain Sampson, whose picture appears in the upper left-hand corner of the cut, was formerly chief of the Naval Bureau of Ordnance, and understands clearly every detail connected with the cause and effect of explosions of powder, gun-cotton, and torpedoes.

Captain Chadwick was chief of the Bureau of Equipment for four years before assuming command of the New York, and is a recognized expert on matters relating to coal, electricity, etc.

Lieutenant-Commander Potter has had a varied experience in ordnance and equipment matters. Lieutenant-Commander Marix was executive officer of the Maine from September 17, 1835, until December 8, 1897, when he was relieved by Lieutenant-Commander Richard Wainwright. Lieutenant-Commander Marix, therefore, understands every peculiarity of the Maine and will indepthedly be able to assist the court in reaching a satisfactory conclusion.

Maine, and will undoubtedly be able to assist the court in reaching a satisfactory conclusion.

is proposed to assemble the remnants of

The Luckenbach Company proposes different plan. Their bid contemplates the use of large barges, hauled by ocean tugs, in bringing parts of the wreck to Norfolk. In other respects, the plan of operations of all bidders is to assume the entire work of furnishing appliances divers, etc., and delivering such materia as is saved at the Norfolk yard. A government official is to make a general in

spection of the work as it proceeds.

The Luckenbach Company claims that the use of the barges will cost one fourth less, and will give better results. The tugs drawing the barges make eight knots an hour; the Orion makes ten knots. This difference is said to be immaterial, making a difference of only two days in the time of delivery at the Norfolk navy

NAVAL APPROPRIATIONS.

While the disaster to the Maine has reated a temper in the House for liberal appropriations for the navy, and while it is undoubtedly a fact that the House, in its present frame of mind, would not hesitate to vote for two new battleships one to replace the Maine, this temper is dicated upon by the theory that the Maine was blown up by external means. If the official inquiry should develop this fact beyond peradventure, it is believed a sentiment in Congress will be created against the expenditure of millions in the construction of warships that may blow up at any time

It seems likely that a congressional investigation would follow a report from the Board of Inquiry attributing the loss of the Maine to an explosion of her maga-

TESTIMONIALS TO SPANIARDS.

The President has presented loving cups, each duly inscribed, to Jose Mendez y Herrera, sub-lieutenant of Spanish ma-rines, and to Eugenio Montero y Reguera lieutenant of the Spanish navy, in recognition of their humane services to the aptain and crew of the American brig Wau-Ban, wrecked October 25, 1897, on a reef about eight miles north of Cape San Antonio light, Island of Cuba.

CAPTAIN SIGSBEE'S STORY. Commander of the Maine Describes the Explosion.

HABANA, February 19 .- Captain C. D Sigsbee, of the battleship Maine, in an interview to-day with the correspondent of the Associated Press, described in detail the explosion which destroyed the

"On the night of the explosion," said Captain Sigsbee, "I had not retired, I was writing letters. I find it impossible to describe the sound or shock, but the impression remains of something aweinspiring, terrific, rending, vibrating, ali-pervading. There is nothing in the for-mer experience of any one on board to

measure the explosion by.

"After the first great shock, I cannot myself recall how many sharper detonations I heard-not more than two or three. I knew my ship was gone. In such a structure as the Maine the effects or such an explosion are not for a moment

"I made my way through the long passage in the dark, groping from side to ride, to the hatchway, and thence to the poop, being among the earliest to reach that spot. So soon as I recognized the officers. I ordered the high explosives to be flooded, and I then directed that the boats available be lowered, to rescue the wounded or drowning.
"Discipline, perfect in a measure, pre-

vailed. There was no more confusion than a call to general quarters would produce—not as much.

"I soon saw by the light of the flames that all my officers and crew left alive and on board surrounded me. I cannot form any idea of the time, but it seemed the migutes from the lime I reached the form any idea of the time I reached the five minutes from the time I reached the poop that I left the last man, all it was possible to reach having been saved. It must have been three quarters of an hour or more, however, from the amount or

work done.
"I remember the officers and men worked logether lowering the boats, and that
the gig took some time to lower. I did not
notice the rain of debris described by Lieutenant Blandin and others, who were on deck at the time of the first explo-sion, but I did observe the explosion or the fixed ammunition, and wonder that more were not hurt thereby. AMMUNITION THAT EXPLODED.

"Without going beyond the limits of what was proper in the harbor of a friendly power, I always maintained precautions against attack, and the quarter-watch was ordered to have ammunition for the smaller guns ready to hand, so

Mangrove this morning, in the care of Dr. Clendinnin, from the barracks, are suffering mostly from severe burns, but they are doing nicely.

Hicks, Hilborn, Hill, Hooker, Howe, Howell, Truriey, Jenkins, Joy, Ketcham, Kirkpatrick, Knox, Kulp, Landis, Lanham, Lawrence, Litauer, Lorimer, Loud,

The eleven very seriously injured men who are still in hospital at Habana will probably be brought here in a few days by the steamer Fern.

The battleship Iowa came up from the fleet to-day, arriving off here at 5 o'clock this morning. She had on board the commanders of the Massachusetts and

Indiana, who will be members of the committee to inquire into the disaster to the Maine

Rear-Admiral Sicard came ashore from the New York, on the Ericsson, proba-bly to secure a place for the meeting of

A SUBMARINE MINE.

This the Cause of Explosion, Says Correspondent Scovel.

NEW YORK. February 19 .- A copyrighted cablegram to the Evening World from Sylvester Scovel, of to-day's date, from Habana, via Key West, says:

"The consensus of opinion of those who submarine mine. The forward maga-zine, it is now generally supposed, is intact, also the forward 6-inch maga-

"This leaves only a few saluting charges and a few small-calibre shells in the pilot-house, which could possibly have exploded aboard the ship.

"At the same time, the fearful damage is too big for any but an extremely large torpedo. If it were a torpedo, the olvers will find the torpedo fragments, but if it were a submarine mine, no traces will be found. "All the American officers are inter-

nally boiling. There is not one of them, from Captain Sigsbee down, who is not fairly convinced a government subma-

"The Spanish dailies are loudly cla-oring 'accident, accident,' when even now the fact is known that the whole middle deck, which was blown straight up, never had an ounce of ship's powder under it, and that was where the first

No Dead Fish.

MADRID, February 19.-A dispatch received to-day from Rear-Admiral Manterola, the Naval Commander at Habana, says proof exists that no dead fish came to the surface after the explosion that wrecked the Maine, and that when the disaster occurred there was not the slightest upheaval of the water, such as would inevitably follow a marine ex-

BANKRUPTCY BILL PASSED.

Involuntary Feature Has But 16 Majority-The Vote.

WASHINGTON, February 19 .- After four days of consideration the House today passed the bankruptcy bill reported by the House Committee on Judiciary as a substitute for the Nelson bill, passed by the Senate at the extra session last

The bill is known as the Henderson bill and contains both voluntary and invol-It is considered less drastic than the measure passed by the last House by a vote of 157 to 87.

The involuntary feature, however, had but sixteen majority. To-day, a motion to strike out the involuntary feature was defeated by a majority of nineteen, and later Lincoln was in a boat bound for the bill was passed by a majority of Harrison's Landing. This is the first

twenty-three, the vote standing, ayes 158; nays, 125. Eighteen Republicans voted against the bill, and twelve Democrats for time I have ever related this fact." it. The Populists, with one exception, voted sgainst it. To-day, the bill was considered under the five-minute rule for amendment, but a fabrication, and champions the cause the reading of the bill, which contains of his dead commander. eighty pages, only advanced through the first section, and only one unimportant

amendment was adopted. It related to the definition of a term in the bill, and corrected an admitted inconsistency. It was only by a slight inadvertence on the part of the champions of Mr. Mahany's (Republican), of New York, amendment to limit the operation of the measure BERLIN, February 19.-By far the most two years that this amendment was lost It was voted into the bill before 4 o'clock It was voted into the bill before 4 o clock, when the final vote was to be taken, under the order, but a motion to lay on the table a motion to reconsider was carried by a narrow margin, the roll-call extending beyond that hour, and the friends of the amendment allowed the motion to reconsider to prevail without a division, intending to let the vote come are to the property of the amendment, but a point a division, intending to let the vote come again upon the amendment, but a point of order was interposed to cut off this vote, on the ground that the hour for taking the final vote had arrived.

Some delicate parliamentary sparring occurred, but the point was sustained by the Sneaker.

ham, Lawrence, Litauer, Lorimer, Loud, Lovering, Low, Lybrand, McAleer, Mc-Call, McCheary, McDorald, McEwan, Mc-Intyre, Mahon, Mann, Mercer, Mesick, Meyer of Louisiana, Miller, Minor, Mitchell, Moody, Morris, Mudd, Northway, Odell, Olmsted, Otjen, Overstreet, Packer, Payre, Pearson, Perkins, Pitney, Ray, Reeves, Rixey, Royse, Russell, Snattuck, Sneiden, Snerman, Showalter, simpkins, Skinner, Smith of Illinois, Samuel W. Smith, William Alden Smith, Saimer W. Smith, William Alden Smith, Southard, Southwick, Sperry, Sprague, Stephens of Toxas, Stevens of Minnesota, Stewart of New Jersey, Stewart of Wisconsin, Charles W. Stone, William A. Stone, Strode, Sullivan, Tawney, Taylor of Ohlo, Updegraf, VanVoorhis, Wadsworth, Walker of Massachusetts, Walker of Virginia, Wanger, Ward, Warner, Weaver, Weymouth, Williams of Pennsylvania, and Young of Pennsylvania.

sylvania, and Young, of Pennsylvania-Nays-Messrs. Adamson, Allen, Bailey, Baker of Illinois, Ball, Bankhead, Barlow, Bartlett, Bell, Benton, Bland, Bot "The consensus of opinion of those who have studied the wreck most closely is now that the explosion was caused by a mack, Castle, Clardy, Clarke of Missouri, Clarke of New Hampshire, Clayton, Coch ran, of Missouri, Cooney, Cooper of Texas DeArmond, DeGraffenreld, DoVries, Dinsmore, Dockery, Dolliver, Epes, Er-mentrout, Faris, Fitzpatrick, Fleming, Fowler of North Carolina, Fox, Gaines, Griffith of Indiana, Griggs, Gunn, Hager Handy, Hartman, Hay, Henry of Missis sippi, Henry of Texas, Hepburn, Hinrichsen, Howard of Alabama, Howard of Georgia, Hunter, Jett. Johnson of In of Virginia, Jones of Washington, Kelly King, Kitchin, Kleberg, Lacey, Lamb, Lester, Lewis of Georgia, Linney, Little Livingston, Lloyd, Love, McCormick, Mc-Culloch, McDowell, Maddox, Maguire, Mabany, Marsh, Marshall, Martin Meekinson, Miers of Indiana, Moon, New lands, Ogden, Osborne, Otey, Peters, Pierce of Tennessee, Prince, Ridgeley, Robb, Robbins, Robertson of Louisiana, Robinson of Indiana, Settle, Shuford, Simpson, Sims, Smith of Kentucky, Stark, Strait, Sulloway, Sutherland, Talbert, Tate, Terry, Todd, Tongue, Underwood, Vincent, Wheeler of Kentucky, Williams of Mississippi, Wilson, Young of Virginia.

Henderson (Republican), Iowa; Ray (Republican), of New York, and Terry (Democrat), of Arkansas, were ap-pointed conferrees on the bill, and then, at 6:10, the House adjourned The Senate was not in session to-day.

BLOOD ON THE MOON. An Indianapolitan Challenges Lew

LEBANON, IND., February 19.-George F. Oakes, of Indianapolis, has written a challenge to General Lew Wallace to mortal combat on the field of honor.

Wallace.

At the banquet here on Lincoln's Birthday, General Lew Wallace, in a speech, told of a personal interview with Lincoln, when General McClellan had been forced back by Lee to Harrison's Land-

ing, on the James river.

Lincoln was sad, and Wallace inquired what was the matter. Lincoln said: "I must go to Harrison's Landing to tell McClellan not to surrender that army." General Wallace said: "Half an hour Harrison's Landing. This is the first

George F. Oakes, who was a private soldier in the First, Michigan Infantry, under McClellan, denounces the story as THE GERMAN AGRARIANS.

They Demand Promises from the Government. (Copyrighted, 1898, by the Associated Press.)

important event of the week, politically, was the annual meeting of the Federation of Husbandry in this city. The Conservatives, the week before, attempted to make an amicable bargain with the federation, whereby they would wage joint campaign in the Reichstag and Di elections, but at the convention the lead ers of the federation frankly declared they would not support any candidates who were not pledged to support the aims of the federation. Herren Diedfrich for the smaller guns ready to hand, so that in the improbable event of an attack on the ship, it would have been found ready. It was this ammunition that exploded as the heat reached ft."

It is known that Lieutenant Jenkins, who is among the missing, was alive after the explosion. A colored mess attendant, now at Key West, met Jenkins.

precise promises are given to Agrarian demands, especially in the direction of the motion to reconsider, that also would probably have been sustained, and the amendment would have remained in the The detailed vote on the bankruptcy Ayes-Messrs, Adams, Aldrich, Alexan-der, Babcock, Baker of Maryland, Par-ber, Harnam, Harrows, Bartholdt, Belden, Beltord, Beiknap, Benner, Bennett, Bing-

precise promises are given to Agrarian demands, especially in the direction of paralyzing or excluding "the constantly increasing American competition in all products of the soil, which, if it remains unchecked, will utterly ruin German agriculture, which is equivalent to ruining the whole country."

The Deutsche Tageszeitung, the leading Agrarian organ, says: "We sincerely hope the Americans will look thoroughly into these German measures. For one thing, they will arrive at the conclusion that Germany has dealt as leniently as possible with them. Then, we harbor the hope that the insolence of these Yankees will be so increased by the discussion of these matters in Congress, that Germany will not be able to do otherwise than follow up the present measures with more paipable ones. For this reason we do hope the Aemericans will go it in great style."

THE ZOLA TRIAL QUIET.

Laborie Not Permitted to Speak-Case to End Wednesday.

PARIS, February 19 .- The crowd present at the Zola trial to-day was very large, but quiet was maintained, and there was less demonstration than yesterday when the principals in the great

General Pellieux refused to answer questions put to him, in conformity with his statement made yesterday, that it was for the advocate-general to deal with questions outside of the Zola case.

M. Laborie started to speak when the presiding judge said: "You are making."

presiding judge said: "You are making a speech. I shall have to stop you." "I am obliged to you every time you stop me," remarked M. Laborie, "as you therefore confer fresh honor upon me."

(Chers.)
Addressing M. Zola, M. Laborie exclaimed: "I ask myself whether it would not be better-fittest—to leave the court than to allow ourselves to be treated as

we are treated."
"Come, be serious," said the Judge, addressing M. Zola's counsel.
"You insuit me," cried M. Laborie. "I flatter myself that all I say here is most

M. Stock, a publisher, said he could enumerate four secret documents which were introduced at the Dreyfus trial. "That does not concern you," exclaimed the Judge; "sit down."
Later, the court announced that the
Council of Ministers had declined to su-

thorize General Billot, the Minister of War, to testify, and the defence made the announcement that it would not call any more witnesses. The court then adjourned until Monday. There will be a short sitting on Tuesday, and the case will conclude on Wednesday.

TURKS TORTURE CHRISTIANS. Villages Surrounded and Residents Put to the Test.

CONSTANTINOPLE, February 15 .- Delayed in transmission.)-The note of the Bulgarian agent to the Turkish Government, protesting against the treatment which Bulgarians have been subjected to

in Macedonia, reveals a state of affairs similar to that which existed in Armenia. It says that village after village has been surrounded by the Turkish army; that wholesale arrests have been made, and that the prisoners have been subject-ed to unheard-of tortures. The note fur-ther gives a list of the villages and the names of the victims to whom torture has been applied. School-masters, it appears, have been the special objects of ven-geance. The following tortures are re-cited in the official document, and in each case the name of the victim is given:

Hot irons thrust into mouths. Legs broken. Legs broken.

Splinters driven under the halls.

Naked feet placed on hot stoves.

Hung by the feet for fitteen hours.

Tied to horses' tails.

Beaten to death.

Hung by the feet over fire. A priest of the village of Zernovtzi was ung by the feet for three hours, and then by the arms for fourteen hours, A wo All the prisoners at Kumanova were beaten until their flesh flew off in strips. The women were outraged.

THE CARNIVAL HANDICAP.

It Is Won by Sligo-Donna Rita Falls-Jockey Injured.

NEW ORLEANS, February 19.-The Carnival Handicap, at six furlongs, was the star number on to-day's card, and like most of the stakes that have preceded it, was won by Schorr & Son, of Memphis, whose good colt, Sligo, was first from start to finish. Donna Rita the favorite, fell in the first furlong, and Heywood, who rode her, had his collarbone broken. Weather threatening and track very heavy.

First race—one mile—Carlotta C. (even) won, A. B. C. (2 to 1 and 3 to 5) second, Bob Milliken (15 to 1) third. Time, 1:46 3-4. Second race—2-year-olds, four furlongs— Tequila (5 to 2) won, July Jip (6 to 1) se cond, Fort Henry (8 to 1) third. Time,

Third race—one mile—Grayling (7 to 5) you, Bob White (5 to 1 and 8 to 5) second, Dockstader (12 to 1) third. Time, 1:48 Fourth race-Carnival Handicap, furlongs-Sligo (8 to 1) won, David (3 to 1 and even) second, Meddler (15 to 1) third.

Time, 1:161-2.

Fifth race—six furlongs—Scrivener (7 to 1) won, Dazzle (2 to 1 and 4 to 5) second, Cavaletta (5 to 1) third. Time, 1:19.

Sixth race—mile and twenty yards—John Sullivan (9 to 1) won, Hot Stuff (4 to 1 and even) second, Van Kirkman (5 to 1) third. Time, 1:50.

LOOKS LIKE THE BROOKLYN. Supposed American Warship An-

chors Near the Vizenya. NEW YORK, February 19 .- At 10:10 tonight the observer at Sandy Hook reported that a warship was passing there. bound in, and that it appeared to him to be an American vessel. At 10:20 the observer reported that the

supposed American warship had anchored in the bay. Later.-The warship anchored about

a half mile off shore between the point t the mook and the government The observer says that she stands blen out of water, and is well lighted up. Sh OOKS like a cruiser.
The Sandy Hook observer says that the

weather is so thick he can see very lit tie, but he is sure the warship is not the Vizcaya, and, from her general appearance, he thinks it to be the Brooklyn. ENVELOPES OR WASTE PAPER?

Republican Committee Employee Charged With Theft. WASHINGTON, February 19 .- James

Verser and Robert N. Mills, who were cornected with the Republican Congres sional Committee during the late cam paign, were arrested to-day on the charge of stealing 6,000,000 envelopes, the charge of stealing 6.00,000 envelopes, the property of the committee, which were stored in the old Congressional Globe building. The envelopes were sold for waste-paper at the rate of a dollar a thousand. Verser is from Virginia and Mills from Texas. Verser asserts that he only took waste material, and that he is innocent of any intent to defrauc. The Vizcaya Still at Outer Bar,

NEW 1URK, February 19.-I'me Spanist cruiser Vizcaya still fles at anchor at the outer par. A dense rog prevented the vessel from reaching her permanent anchorage to-day.

Luctgert Duly Sentenced.

CHICAGO, February 19.—Judge Gary to-day denied the motion of Luetgert's at-torneys for a new trial, and sentenced

to the absence of two important wit-nesses, the court, after being in session a short time, adjourned until Monday.
Two witnesses were examined this morning, but their testing developed

WASHINGTON, February 19 .-

For Virginia-Rain; probably clearing weather Sunday after-noon; colder Monday morning; casterly winds, shifting to southeasterly. For North Carolina-Rain; probably clearing weather by Sunday noon; colder at night; variable winds, becoming west-

6 P. M.....

LATIN AMERICA AGAINST UNCLE SAM.

Such a Confederation Proposed by

Spanish Press-Franco-Spanish En-

tente With Respect to This Coun-

DANGER IN AFRICA.

COLLISION OF FRENCH AND BRI-

TISH TROOPS THREATENED.

try-Foot-Ball Murder. (Copyrighted, 1898, by the Associated Press.)

LONDON, February 19.-The danger of leaving explosives about, in the shape of armed bands roaming in disputed spheres, under youthful officers, has been amply illustrated in West Africa, where the intermingling of French and British troops has already caused incidents which threaten the most grave complications. Happily, the positive instructions of both

governments have thus far been obeyed and an actual collision has averted, but the fuse is alight, and unless France withdraws from her provocative attitude, or Great Britain continues the graceful concession policy she has hitherto observed toward the French claims, an explosion is bound to follow. Wherever the French have occupied the

Hinterland of British Const Colonies the latter have been shut out from interior trade. In the present instance, the control of the Niger and the free navigation of that great waterway as an avenue of trade for the world is at stake. Another detachment of thirty-six British commisdetachment of thirty-six British commis-sioned and non-commissioned officers sail-ed to-day for West Africa, accompanied by immense quantities of war munitions. This critical situation, on top of nume-This critical situation, on top of numerous pending serious questions, has rearoused apprehensions as to whether, rightly or wrongly held, the Marquis of Salisbury is inclined to unduly sacrifice the interests of the empire.

As even the unalarmist Statist points out, the troubles augment.

LATEST SPANISH IDEA. rnere is a curious discussion in the Spanish press as to the possibility of confederating the Lation republics of South America with Spain against the En Pais contends that the Spanish re-

publics are weak through isolation, and that, if united in a military and diplo-matic alliance, they would be the first power in the world in territory, and the second in population, and that their armies and navies would have sufficient power to insure respect.

The paper points out that the jealousies of the republics prevent them from taking the initiative, but Spain, it is claimed, ought to urge her lazy diplomats to ap-

proach the republics with the view of combining for the defence of Latin interests, when endangered by the in-trusion of Anglo-Saxons. El Pais thinks Spain's advice would not be discarded if ghe warned Latin Ameri-ca against the United States, adding: "For it is well known that the greedy rankees, once the Panama canal is opened to the world's commerce, will do all that their perfidy can suggest to wrest

America, even as England seized the Suez canal. Tending in this direction is the desire of the Americans to secure Cuba. FRANCO-SPANISH ENTENTE. Refering to Latin alliances, the Spectator, in a long article, points out that there is no doubt of the existence of special relations between France and spain, which have lately been strength-

ened, and says:
"There are well-informed people who believe that when in the autumn the United States and Spain almost collided, the United States found there was a stiffness in the Spanish attitude which could only be accounted for by the fact that Spain knew she could appeal to a Power which could not neglect her de-

mands for help.'

mands for help."

Continuing, the Saturday Review, expresses the belief that France allowed the United States to understand indirectly that considerations of importance to her would not allow her to see Spain treated in an unfriendly manner, and treated in an unfriendly manner, and that a Spanish appeal to France must result in the latter's intervention.

The Saturday Review believes this acshrank from putting in practice the treatment of Spain suggested in the original protests of the Washington Gov-

FOOT-BALL AND MURDER. A case which has been heard by Jus-tice Hawkins is of interest to foot-ball

players all over the world. A man was killed at foot-ball, and the prisoner was charged with manslaughter and was convicted. Justice Hawkins laid down charged with manslaughter and was convicted. Justice Hawkins laid down his view of the law with unmistakable clearners. He said that if a man caused violence, whether wilful or by negligence, to another, in such a way as to produce death, he was guilty of murder, and, therefore, "rough players of this dangerous game" must beware or get in'o serious trouble.

The Justice added: "An however, the The Judge added: "As, however, the prisoner has exhibited sincere sorrow,

and bears a good character, I will dis-charge him on his own recognizance in £50 bail." MR. GLADSTONE VERY FEEBLE. Reported in London That He Is Go-

ing Home to Die. LONDON, February 19 .- It is said that Mr. Gladstone is coming home to die. An eye-witness who saw his departure from the Riviera and his arrival at Calais reports a striking change in the old states-man's appearance. Arrangements had been made at Calais to carry his chair from the train to the hotel, but Mr. Glad-stone was determined to waik the dis-tance, thirty yards, and was carefully assisted down the steps, enveloped in coats and rugs. Heavily leaning on the arms of two gentlemen, he slowly tot-tered to the hotel. ports a striking change in the old states tered to the hotel.

THE LATTIMER CASE.

Two Witnesses Examined, But Nothing New Developed. WILKESBARRE, PA., February 19 .-The Commonwealth's side of the Latti-mer case was not closed to-day. Owing

nothing new. The Weather.

RAIN | Forecast for Sunday:

THE WEATHER IN RICHMOND YESTERDAY was rainy and disagreeable,

State of thermometer: