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SATURDAY,

PRICE TWO CENTS.

## Few Have Done More Good in This World Than General Booth. Kansas City Welcomes Him.

### NOTHING KEPT BACK

PUBLIC HAS ALL AVAILABLE NEWS OF THE MAINE DISASTER.

### SECRETARY LONG'S STATEMENT

A GREAT NUMBER OF RUMORS EMPHATICALLY DENIED.

### NO WARNING EVER RECEIVED.

THE SECRETARY HAS HIGH PRAISE FOR CAPTAIN SIGSBEE.

No Conclusion as to the Cause of the Disaster—An He Reached Until Divers Examine the Maine—Colors of the Maine's Model at Half-Mast.

Washington, Feb. 18.—The feature of the day at the navy department was the large number of rumors of a warlike tendency that came to the attention of the officials as requiring attention and, in every case, contradiction. So formidable had grown the list that, at the close of office hours, Secretary Long was induced to make the following statement, as the easiest manner of disposing at one time of all these stories:

"Really no information has been received since Captain Sigsbee's first dispatch adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is abundant room for speculation of all sorts, but no conclusion can be arrived at until an examination has been made by the divers and more facts obtained. It is a simple fact to say that such a thing might happen by design, or it might happen by accident. As yet, there is no indication of design. Therefore, my impression has been all along, and I rather think the general opinion preponderates in the same direction, that it must have been accidental.

"At the cabinet meeting to-day, the matter was not discussed, except as any body of men talk about an event of that kind, and most of the talk related to the terrible loss of life and to expressions of sympathy for the sufferers.

"It certainly was a very kind thought in the president to send flowers to the families of Captain Sigsbee, of the executive officer, Wainwright, and of the lost seamen whose residences are in Washington.

### Public Has All the News.

"You may say absolutely that there has been no secret cabinet meeting; that nothing has taken place in the cabinet that the public have not been informed about; that the whole policy of this department has been to give the public all the dispatches; that the department has no more knowledge on the subject of the cause of the disaster, or even of the circumstances attending it, than have the public, and that the report which was to the effect that Captain Sigsbee had warned the department that the Maine was in danger from submarine mines or torpedoes is utterly without foundation, no such report ever having been received from him or from anybody else."

The secretary also denied, briefly and comprehensively, wild rumors that he had requested the chief of police of New York to guard the Vizcaya, and that he had selected Constructor Bowles to go to Havana and raise the Maine. The last work of the day for him was to consult the representatives of the wrecking companies who probably will have charge of this work and endeavor to arrange for both of them to work together, so as to secure the use of each peculiar plant and to save time.

The secretary, when asked what was the department's estimate of the conduct of Captain Sigsbee in the terrible situation in which he had been placed, replied:

### Praise for Captain Sigsbee.

"I think I express the feeling of the president, as well as my own, when I say that Captain Sigsbee has conducted himself as an officer of our navy should. He was the last to leave his ship when she went down. His dispatch to me that night was so complete that, since then, I have thought of no question of fact to ask him which is essential to the situation which he could answer, which is not covered by that dispatch. Its tone, too, is that of a discreet and level-headed man, who realized the impression any word from him, at that time, would have on the public mind. Nothing is harder than for a naval officer to lose his ship, so that I have great sympathy for him. I wait with confidence further reports."

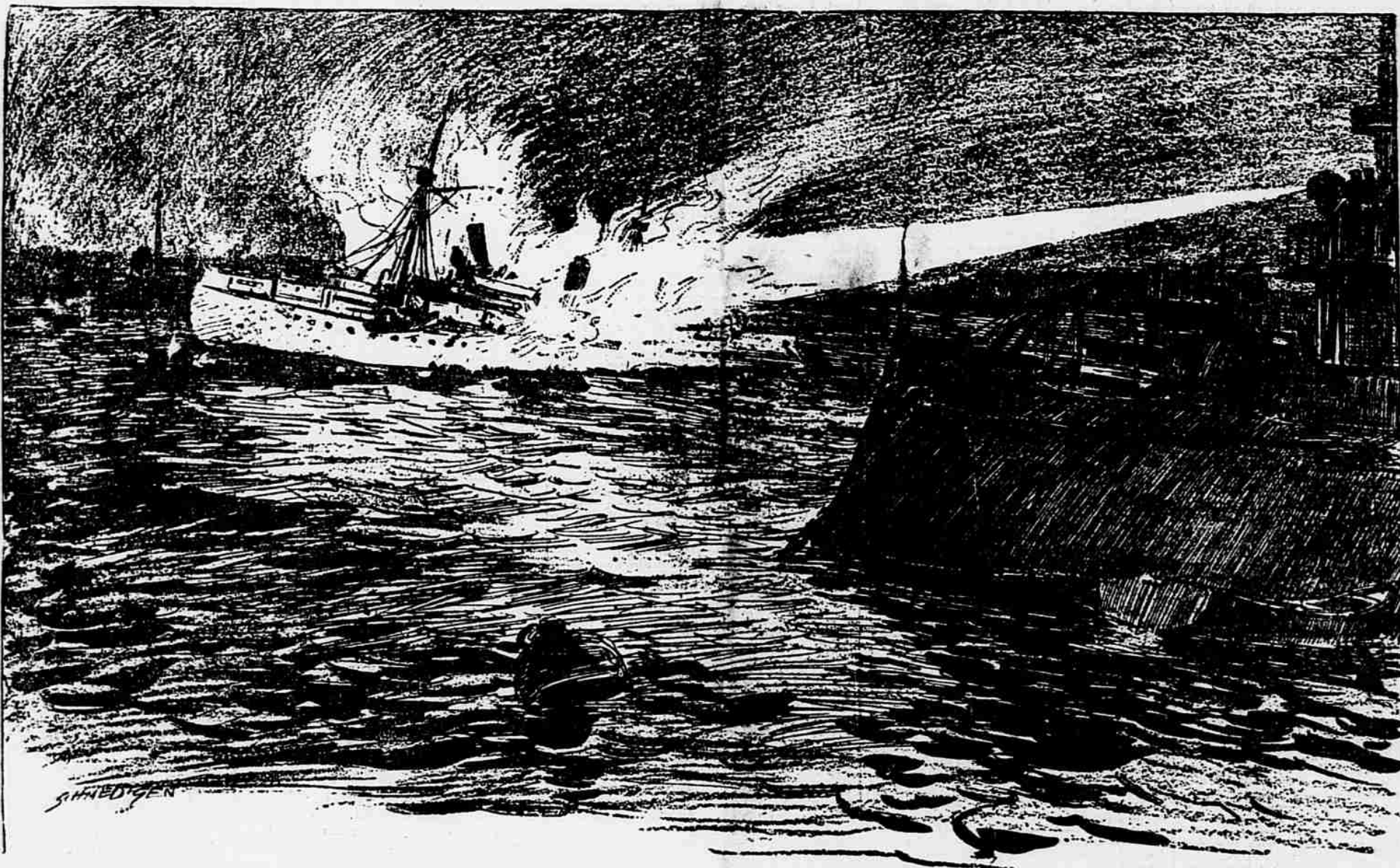
During the day, the department was in receipt of a number of telegrams from different parts of the country, asking, in behalf of relatives of the dead sailors, that their remains be brought back to the United States for interment. Among them were queries from friends of the two officers, Merritt and Jenkins. The department forwarded these to Captain Sigsbee, whose answer was that the officers' bodies have not been found; that as to many others identification is not possible, and throwing great doubt upon the practicability of taking any of the remains away from Havana.

### Spanish Inquiry to Be Permitted.

While no decision has yet been reached formally upon the application of the Spanish government for authorization to examine the wreck of the Maine to ascertain the cause of the explosion, the officials seem inclined to regard her request as one that could not properly be refused, and it is likely that each government will make an investigation of this character concurrently.

The miniature United States flag on the model of the battleship Maine, in the main corridor of the navy department, was lowered to half-mast during the day by direction of the secretary of the navy. The

### SCENE AFTER THE EXPLOSION IN HAVANA HARBOR.



The Spanish Warship Alphonso XII. Training Its Searchlight on the Sinking Battleship Maine—Boats Picking Up the Survivors.

### PURELY AN ACCIDENT

THAT IS THE CABINET VIEW OF THE MAINE EXPLOSION.

### LITTLE DOUBT IN THEIR MINDS

REAR ADMIRAL SICARD PREPARING FOR COURT OF INQUIRY.

Bodies of 135 Victims Have Been Recovered—Strict Patrol Being Maintained About the Maine—Private Divers May Not Descend.

Washington, Feb. 18.—The only absentee from to-day's cabinet meeting were Secretaries Sherman and Alger. During the meeting, the disaster to the Maine was the principal topic of discussion. Although the president and members of the cabinet await with interest the result of the inquiry into the cause of the disaster, there remains scarcely a doubt in their minds it was an accident purely, and such as might happen at any time. This view of the matter, however, will not influence the president to stop short of a most searching investigation into all facts that may have any possible bearing upon the case. Until facts are shown to the contrary, the president will assume that the explosion came from within.

The president is receiving a large number of messages commending him for the course he has pursued in this matter, as well as in the late DeLome case.

The president announced to the cabinet that he would send a bouquet of flowers to Mrs. Sigsbee, a decision which was approved by the cabinet, and, accordingly, Ensign Kittle, son-in-law of Captain Sigsbee, was summoned from the navy department to the White House and laden with an immense bouquet tied with white satin ribbons. Floral tributes were also ordered sent to families of the six members of the Maine's crew living here who met their death in the explosion.

### Preparing for the Inquiry.

Key West, Fla., Feb. 18.—Rear Admiral Sicard is preparing a precept, or advance order, for assembling here the court of inquiry into the loss of the Maine. The warships Iowa, Indiana and Massachusetts are expected to-night, or tomorrow morning. Their officers and those of the cruiser New York will probably compose a majority of the court.

The court may proceed later to Havana. A room in the federal court house here will most likely be secured for the sittings. As regards the story that one of the crew of the Maine saw a small object emitting smoke approaching the warship just before the explosion, the correspondent of the Associated Press has interviewed the man in the hospital who was said to have circled the report and has had from him an absolute denial.

Lieutenant Blandin, officer of the deck at the time of the explosion, and Lieutenant Hood, who was with him, both positively deny that such a story could have any foundation unless it was the smoke of the Colon cemetery, where Captain Chadwick, of the Maine, conducts funeral services. All the wounded of the Maine are doing well. The body left for the cruiser New York at 9 o'clock this morning with divers from the New York, and will then proceed to Havana, probably reaching the Maine tomorrow morning.

### 135 Bodies Have Been Recovered.

Havana, Feb. 18.—The Mangrove sails this evening for Key West with Edward Mattson, B. P. Wilber, J. C. White, Daniel Cronin, John Coffey, J. H. Blower, Alfred Horne, James Rowe, Charles Filker and William McGuinness. Two more of the wounded sailors died to-day. Up to the hour at which this dispatch is sent, 530 p. m., 132 bodies have been recovered. Each is placed in a coffin and carried to the Colon cemetery, where Captain Chadwick, of the Maine, conducts funeral services. Previous to yesterday's formal funeral of the victims of the disaster, a delega-

tion from the unfortunate concentrados expressed the wish to carry the bodies on their shoulders to the grave as proof of their gratitude to the Americans, but General Lee thanked them, and said the bodies would be carried in the manner selected by the authorities.

A revolting incident of the day has been the presence of vultures wheeling in the air above the wreck. On the night of the disaster, Captain Sigsbee requested Admiral Manterola, in station boats around the wreck so as to prevent anyone from approaching it without official leave. As a result, only those with special permits are allowed to get near the wreck. Captain Sigsbee himself, going in the early morning to the scene of the disaster, was warned off, not being recognized, and was obliged to return and get a formal permit from the naval authorities.

### Private Divers Cannot Go Down.

Admiral Manterola refused to allow the divers sent here by American newspapers to make any investigation near the wreck, at least until Captain Sigsbee shall have finished his official investigation. This morning, Lieutenant Commander Wainwright, Lieutenant Holman and Chief Engineer Howell went with divers to search for the bodies of Lieutenant Jenkins and Assistant Engineer Merritt, but the guards would not allow them to make the search, and they returned to the consulate and lodged a formal complaint with Consul General Lee. However, the agreement reached between Captain Sigsbee and General Blanco was that the American commander is to be allowed to use any divers, even the divers sent here by the American newspapers, in his official investigation. Captain Sigsbee and the commander of the Fern, accompanied by General Lee, visited the captain general this morning and had a conference, at which it was decided that the American press divers should not be allowed to go inside the wreck, though any divers appointed by Captain Sigsbee is to have full liberty of movement. The government has wired to Washington requesting permission for Spanish official divers to examine the wreck outside and inside.

Madrid, Feb. 18.—The newspapers here are urging the government to adopt great precautions when the American divers arrive, and not to allow them to descend alone and examine the Maine, "as divers sent by private persons might be bribed to report at variance with the actual facts and might even do something to the hull which would serve as a confirmation of their report."

Here it is thought improbable that Captain General Blanco will allow private divers to descend, or even those sent officially by the United States government if they are accompanied by Spanish divers. The newspapers here fear serious trouble unless a strict supervision is exchanged and they claim to foresee the necessity for employing divers of a third nation to arbitrate in the event of a disagreement between the Spanish and American divers.

### SPANISH MINER SLAIN.

A Pick Driven Into His Brain When He Boasted What Spain Would Do.

Wellston, O., Feb. 18.—A Spanish miner to-day, in a crowd of miners near Glenroy, boasted that Spain would make short work of the United States in case of a naval war. He had barely uttered the boast when a pick was driven into his brain, killing him. He went by the name of Alexander. It is not yet known whether he was a naturalized citizen of the United States or still a citizen of Spain.

### CARTRIDGES FOR SPAIN.

Order for 3,000,000 Rounds of Ammunition Placed With a New York Firm.

New York, Feb. 18.—An order for three million Mauser rifle cartridges, charged with antiphrase powder, has been placed with a powder firm in this city by the Spanish government. The order was given through a contracting agent, who has so far managed his identity. The powder, as its name implies, is smokeless. It is used by the Russian and German armies and England.

### To Replace the Maine.

Washington, Feb. 18.—A bill appropriating \$1,000,000 to provide a substitute for the Maine was introduced in the house this afternoon by Mr. Foote, of New York.

### VIZCAYA HAS COME.

SPANISH WARSHIP REACHED NEW YORK LAST EVENING.

### DID NOT ENTER THE HARBOR.

CONTRARY TO USAGE FOR WARSHIPS TO ENTER PORT AT NIGHT.

Elaborate Police Precautions for the Protection of the Vizcaya—Sensational Story as to What the Vizcaya Can Do to New York.

New York, Feb. 18.—The Spanish warship Vizcaya, which has been expected for several days, was sighted off here shortly after 4 o'clock this afternoon, heading north. At 4:30 p. m. the Vizcaya displayed the Spanish flag and took a pilot on board. About an hour later she came to anchor outside the bar. The reason for her anchoring instead of coming up the bay is that it is contrary to usage for foreign war vessels to enter port at night.

When the officers and men of the Vizcaya learned the startling news of the disaster to the American battleship Maine in Havana harbor, and of the downfall of former Minister DeLome, they broke into a wild uproar of talk. For a couple of minutes all discipline on the great warship seemed to vanish to the winds. Men rushed below to tell their comrades in the lower decks. Rear Admiral Bunce has given final instructions to Lieutenant John A. Dougherty, who will have charge of the patrol tug, six in number, to guard the Spanish cruiser Vizcaya during her stay in this vicinity.

The watches will be divided between the six boats, two to be on duty on each turn. Each boat is to have on board while on watch four marines and one non-commissioned officer of marines, a roundsman and four policemen of the metropolitan force. While on duty the boats are to patrol carefully the waters in the vicinity of the visiting Spaniard, and no boat or person will be allowed to approach the Vizcaya without the sanction of the commanding officer of that vessel.

### Formalities to Be Observed.

As soon as the Vizcaya drops anchor in the upper bay in the North River, Lieutenant Dougherty, in full uniform and representing Rear Admiral Bunce, commander of the navy yard, New York, will board the cruiser and convey the usual courtesies extended foreign vessels of war entering an American port, and will also explain what the patrol is there for.

At night it is intended to keep the Vizcaya brilliantly illuminated with electric lights, and the watchboats will be also well lighted, so that there can be no possible means of approaching the vessel without detection.

It was stated to-night that the Vizcaya would come up the bay early tomorrow morning. In passing up the bay she will be saluted by Forts Hamilton and Wadsworth and return the formality. Then she will steam to a point off Tompkinsville, where she will drop anchor.

Captain Smith was informed by Admiral Bunce at 8 o'clock to-night that the Spaniard had anchored off Sandy Hook and that at sunrise tomorrow morning the fleet of government and police patrol boats would steam down the bay to escort her to her anchorage.

Applications for leave to accompany the fleet down the bay on the patrol have been refused all persons except newspaper men. Two Pinkerton detectives, who claimed they had come from the Spanish consulate, one of whom spoke French fluently, presented letters of introduction to Captain Smith, and asked permission to go down with the fleet. They were referred to Chief McCullagh, who afterward telephoned that he had given them permission to go down. The men said they had business with persons aboard the Vizcaya, but neither they nor any one at the office of Consul Baldeano would say what their mission was.

### What Vizcaya Might Do.

The World says, regarding the visit of

the Vizcaya: "Naval men say the Vizcaya could demolish the greater part of the Greater New York in less than two hours."

"There are no warships in the Brooklyn navy yard which could be made ready for service in less than two months. The cruisers Atlanta and Chicago are there, but they are at present nothing more than useless hulks. Their engines, funnels and boilers are stripped of armament and in a sea fight they would not be as serviceable as a ferry boat. The dispatch boat Dolphin, the presidential yacht, is also in the navy yard. In the stone dry dock being refitted with new boilers. She could not be made ready for a sea trip inside of two months. In an engagement with a vessel of the Vizcaya's type she would be as impotent as a baby against a Sandow."

"The Vizcaya comes here ostensibly on a visit of courtesy, a reciprocal compliment for the recent visit of the warship Maine to Havana. On this basis the freedom of New York harbor will be given to the Spanish warship. The guns at Fort Hancock, Fort Hamilton and Fort Wadsworth will bark a salute to her as she steams by them, up through the Narrows to a place of anchorage near the Statue of Liberty, or perhaps a mile or two up the North River."

"Within range of the smallest guns in the Spaniard's secondary battery will be all the wealth of New York; the riches stored in the vaults of banks, of trust companies, in the sub-treasury, and, above all, the lives of the inhabitants."

### Rich Tribute Could Be Levied.

"War with Spain once declared by this country, the Spaniard would be entitled to open her batteries upon the city. With the nearest warship hundreds of miles away and the rest of the North Atlantic square miles of water between the people of New York and the Spaniard, the Spaniard would have to pay the richest tribute in the history of the world to escape demolition."

"Within range of the forts Wadsworth, Hamilton and Hancock would be powerless to interfere with the Vizcaya. Their purpose is to keep vessels out of the lower bay. Their guns could not find the Vizcaya if she were steaming up and down the North River."

"Captain Gilmour, chief aid to Commander Bunce at the Brooklyn navy yard, was asked by a reporter for the World yesterday what protection the people of New York would have against the guns of the Vizcaya if war with Spain was begun while she was anchored in the harbor and all the American warships at distant points."

"This country could now declare war under such conditions," said the captain. "But suppose Spain should take advantage of the opportunity and declare war?"

"Why, the Vizcaya would be invited to leave the harbor," answered the captain. "At any rate it would be a suicidal proceeding for her to bombard the city. She could never leave the harbor. The forts would see to that."

### Armament of the Vizcaya.

"The Vizcaya is one of the ablest fighting cruisers afloat. Some naval men describe her as a third class battleship. She is of 6,300 tons; length, 364 feet; beam, 65 feet 2 inches; indicated horsepower, 13,700; speed, 20.2 knots, and draught, 21 feet 6 inches. Her armor is unusually heavy for a cruiser. The maximum thickness of her steel belt is 12 inches. Her turrets are covered with 9 inches and her conning tower with 12 inches. Her deck is protected with steel from 2 to 3 inches thick. She is fitted with two sets of vertical triple expansion engines. She has a coal capacity of 1,000 tons. She has two screws, two turrets, two funnels, fore and aft, and two masts with tops."

"The Vizcaya is a sister ship of the Infanta Maria Teresa and the Almirante Oquendo, all three being built at Bilbao and launched in 1891."

"Captain Swift, chief of ordnance at the navy yard, when asked by a reporter of the World yesterday as to the operation of the Vizcaya's large guns, said: 'It is possible to discharge the large guns at intervals of ninety seconds. The destructive force of the projectiles to a city has never been practically demonstrated. No city has been bombarded since the newest types of the modern high-power guns have been perfected.'

"The capacity for damage of the Vizcaya's guns can be understood from the following details: 'The 11.62-inch guns' projectiles will penetrate 29 inches of solid iron, and those of the 5.5-inch guns 14.5 inches. 'The 11.62-inch guns throw a projectile weighing 825 pounds, with a powder charge of 232 pounds. They have a range of eleven miles. The projectile has a muzzle velocity of 2,601 feet a second and a muzzle energy of 24,003 foot tons, or in other words it could move a mass weighing 24,003 tons one foot.

### A JINGO SCORED.

SENATOR MASON BITTERLY REBUKED BY WOLCOTT.

### NAVY DEPARTMENT DEFENDED.

MASON HAD DECLARED THE PEOPLE HAD NO CONFIDENCE IN IT.

### HE HAD MADE A RABID SPEECH

URGED A CONGRESSIONAL INQUIRY INTO MAINE DISASTER.

Severely Criticized the Administration for Its Waiting Policy as to Cuba—Worked Himself into a Great State of Excitement—Forced to Explain.

Washington, Feb. 18.—A debate, decided in its sensations, was unexpectedly precipitated in the senate to-day over the consideration of the resolution of Mr. Allen, of Nebraska, directing the committee on naval affairs to investigate the disaster to the Maine. An arrangement had been made for its adoption, with a minor amendment, without debate. Mr. Mason, of Illinois, however, proposed a substitute providing for an investigation to be conducted by a joint committee of the two branches of congress.

Upon this, the Illinois senator, disregarding an appeal not to force a discussion at this time of so melancholy an affair, delivered a speech in which he said that the people demanded the truth concerning the explosion, and declared that they would not be satisfied with the investigation to be conducted by the officers of the navy, who would virtually try their own case and would cover up any blame that the officials might show attached to them.

He fiercely denounced the policy of the government in dealing with the Cuban question, into which he went at length, and declared that the United States had adopted the policy of Spain in putting everything off until tomorrow.

### Sharp Replies Made.

Sharp replies to Mr. Mason's charges were made by Mr. Wolcott, of Colorado, and Mr. Lodge, of Massachusetts. Mr. Wolcott declared that "not a patriotic citizen in this broad land has not the fullest and most splendid and glorious confidence in every department of this government and in the department of the navy particularly." Mr. Wolcott thought this was a time when we should refrain from gratuitous insult to a friendly nation and from unjust and ignorant criticism.

"War may come," said he. "I think myself the day may not be far distant. When that day comes, our course must be eternally grounded on the right. War is a grim decision, and when it comes it must come to that the people of the world can at least respect our conduct and our position. And, above all, it must come under circumstances which make us respect ourselves."

Mr. Lodge, in a brief but brilliant speech, defended the honor of the navy and Secretary Long, Assistant Secretary Roosevelt and of the naval officers. The resolution which precipitated the discussion finally went to the calendar.

### Authority for Secretary Long.

Soon after the senate met to-day Mr. Hale, of Maine, obtained the floor and introduced the following joint resolution:

"That the secretary of the navy be and is hereby authorized to engage the services of a wrecking company or companies having proper facilities for the prompt and efficient performance of submarine work for the purpose of recovering the remains of the officers and men lost on the United States steamer Maine, and of saving the vessel or such parts thereof, and so much of her stores and guns, material and equipment, fittings and appurtenances as may be practicable; and for this purpose the sum of \$300,000, or so much thereof as may be necessary, is hereby appropriated and made available."

The resolution was prepared at the navy department and introduced at the request of Secretary Long, who, in forwarding it to Mr. Hale, also sent a letter explaining its purpose. He says in this letter that "it is deemed proper and important that steps should be taken immediately to recover the remains of the officers and men lost on the occasion of the most deplorable catastrophe; to raise the vessel, or to save such parts of her armament and equipment as may be practicable."

### Secretary Long's Letter.

To this the secretary adds: "The meager information received respecting the nature and extent of the injury sustained by the hull of the Maine renders it difficult to determine at this time whether there is reason to hope that the vessel herself may be raised; but it seems probable, as she lies within the protection of an harbor and is not wholly submerged, that much valuable property may be recovered if the necessary action is taken without delay. The vessel with her stores, guns, material, equipment and fittings and appurtenances cost approximately \$5,000,000. As an illustration of the value of single items which may have escaped serious injury, it may be said that the 10-inch guns, of which the Maine carried four, were worth, with their mounts, \$45,000 each. Aside from the melancholy duty resting upon the government to recover and bring to this country for burial, if this may be done, the bodies of the officers and men who lost their lives in this disaster, it is believed that much valuable property may yet be saved from the vessel. In any event, it is of the utmost importance that whatever is to be done in this matter should be entered upon without delay."

"The sinking of the Maine will be made the subject of immediate and exhaustive