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THE INDIANAPOLIS NEWS

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BATTLESHIP MAINE BLOWN UP IN HAVANA

TWO HUNDRED AND FIFTY-THREE MEN KILLED OR MISSING ACCORDING TO CAPTAIN SIGSBEE'S REPORT.

A Terrific Explosion of Unknown Origin Completely Demolishes the Great Vessel While the Men Were Asleep in Their Bunks.

HELP PROMPTLY GIVEN BY THE SPANIARDS WITH THEIR WARSHIPS AND FIRE AND POLICE DEPARTMENTS.

Captain Sigsbee in His Report Says the Disaster Was Due to An Accident—The Explosion Occurred in the Forward Part of the Ship and the Vessel Is a Complete Wreck—An Indianapolis Boy on Board—Admiral Brown's Views.

Havana, February 16.—At 9:45 o'clock last evening a terrible explosion took place on board the United States battleship Maine, in Havana harbor. Many were killed or wounded. As yet the cause of the explosion is not apparent. The wounded sailors of the Maine are unable to explain it. It is believed that the battleship is totally destroyed. The explosion shook the whole city. The windows were broken in all the houses.

The correspondent of the Associated Press says he has conversed with several of the wounded sailors, and understands from them that the explosion took place while they were asleep, so that they can give no particulars as to the cause.

The wildest consternation prevails in Havana. The wharves are crowded with thousands of people. It is believed the explosion occurred in a small powder magazine.

Admiral Manterola ordered that boats of all kinds should go to the assistance of the Maine and her wounded. The Havana firemen gave aid, tending carefully to the wounded as they were brought on shore. General Salona and the other generals have been ordered by Captain-General Blanco to take steps to help the Maine's crew in every way possible.

The correspondent of the Associated Press has been near the Maine in one of the boats of the cruiser Alfonso XII and seen others of the wounded, who corroborate the statement of those first interviewed that they were already asleep when the explosion occurred.

Captain Sigsbee says the explosion occurred in the bow of the vessel. Orders were given to the other officers to save themselves as best they could. The latter, who were literally thrown from their bunks in their night clothing, gave the necessary orders with great self-possession and bravery.

Two officers and more than two hundred of the crew are missing. Some of the crew, who were able to support themselves by swimming, were saved by the boats.

Effect of the Explosion.

New York, February 16.—A special copyright cable to the Evening World [illegible]

len, Roe, D. Cronin, F. Cahill, J. Kane, Janeer, C. A. Smith, G. Shea, Herness, J. Heffron, Bloomer, Johnson, Bergman, Mattison, A. Johnson, Pilcher, Holtzer, Loftus, McGinnis, W. Matisen, Furness, Good, Darkins, Rau, McNair, Gabrelle, A. Hallon, Senetch, A. Knese, Benjamin, McKay.

Storm on the Gulf.

Key West, Fla., February 16.—The Plant line steamer Olivette is due here to-night, from Havana, on her regular trip to Tampa, but she is not expected to arrive on time, as heavy seas prevail in the gulf, owing to the storm, which will be bad for the Maine's injured men. Intense anxiety is felt here among officials and civilians as to the cause of the disaster and its probable results.

FROM CAPTAIN SIGSBEE.

His Report of the Wreck to the Naval Department.

Washington, February 16.—The Secretary of the Navy received the following telegram from Captain Sigsbee:

"Maine blown up in Havana harbor at 9:40 o'clock and destroyed.

"Many wounded and doubtless more killed and drowned. Wounded and others on board Spanish man-of-war and Ward line steamer.

"Send light-house tenders from Key West for crew.

"Few pieces of equipment still above water. No one had other clothes than those upon him.

"Public opinion should be suspended till further reports.

"All officers believed to be saved. Jenkins and Merritt not yet accounted for.

"Many Spanish officers, including representatives of General Blanco, now with me and express sympathy. SIGSBEE."

The officers referred to in the above dispatch are Lieut. Friend W. Jenkins and Assistant Engineer Darwin R. Merritt.

253 LOST OR MISSING.

Figures Given in a Second Dispatch from Captain Sigsbee.

Washington, February 16.—While Secretary Long was with the President, the following detailed dispatch from Captain Sigsbee, commander of the Maine, was brought to him:

vessel lies with her bows wholly submerged and only a part of her stern showing. The explosion, which shook the city from one end to another, created the wildest excitement. All the electric lights were put out by the shock. Fire engines rushed madly from one direction to another, and no one knew for certain from which direction the explosion came. Consul-General Lee was at the Hotel Inglaterra, where he received a telephone from General Blanco telling him that the Maine had been blown up.

General Lee hastened to the palace where the Cabinet is now assembling.

Later advices to the Telegram says: "Vice-Consul Springer has just assured me that all the officers were saved except Jenkins and Merritt, who are missing. Mr. Springer says at least three hundred lives were lost. Captain Sigsbee was on deck when the explosion came. It was in the bow of the vessel. A sentry stationed at the bow was unhurt. He had seen nothing suspicious.

"Here are a few names of survivors brought ashore: Lotus, private marine; Shea, Gartner, C. A. Smith, Load, Dur-

CAPTAIN SIGSBEE.

kee, Kane, McNair, Ruske, Bronon.

"I have talked with some of the rescued officers and seamen. One officer, whose name I could not learn, said of the explosion: 'I was in my bunk. When I got on deck fire had started forward. There was a good, strong breeze. The call for all hands on deck was promptly obeyed, and the men and officers were perfectly cool. All possible efforts were made to check the fire, but without avail.

"'The flames spread rapidly, and several explosions occurred. Magazines were burst open and explosives were thrown overboard. In half an hour it was apparent nothing could save the ship.'"

THE PRESIDENT'S SYMPATHY.

Secretary Long Sends a Telegram to Captain Sigsbee.

Washington, D. C., February 16.—Secretary Long, for the President, has sent this telegram to Captain Sigsbee: "Sigsbee, U. S. S. Maine, Havana: President desires me to express for himself and the people of the United States his profound sympathy with the officers and crew of the Maine, and desires that no expense be spared in providing for the survivors and the care of the dead.

"JOHN D. LONG, Secretary."

The President has recalled his invita-

quitted himself with credit to himself and the Government. His experience during the rebellion will stand him in good service now, and his men will find that they have in him a commander who is on a par with fighting Bob Evans, the hero of the Valparaiso (Chile) affair several years ago. While Captain Sigsbee may not be as dashing in his manners as Captain Evans, he is equally brave in the face of danger.

A War Apprenticeship.

Captain Sigsbee served a war apprenticeship during the rebellion, immediately after graduating from the Annapolis Naval Academy. He was appointed a cadet at the Naval Academy from New York in 1850, and when he graduated four years later he was promoted to ensign and assigned to duty on the Monongahela, where he remained until 1864, when he was assigned to the Brooklyn. It was with this vessel that he participated in the battle of Mobile bay under Farragut in August, 1864. Subsequently he was a participant in both attacks on Ft. Fisher, as well as the final assault, which resulted in the capture of that place in 1865.

Shortly after the close of the rebellion he was made a lieutenant-commander, and ever since he has occupied positions of trust and responsibility in the navy and the coast and geodetic survey. While in charge of the survey steamer Blake he paid particular attention to exploring the Gulf of Mexico, and invented a system of deep-sea soundings and what is known as a gravitating trap for bringing up specimens of water froma any certain depth. For a score of years he has been interested in scientific and artistic affairs connected with his department, and has a reputation as a clever etcher and free-hand drawer, having developed these talents while connected with the hydrographic office as chief of that bureau.

Shortly after becoming a captain and being assigned to the command of the Maine, Captain Sigsbee gave an illustration of his presence of mind in New York harbor. His battleship was bearing down on an excursion boat in the East river. Ahead was the excursion boat, full of human beings. On either side was a barge. The only clear way showed a pier.

The old commander ordered his engines reversed, and, to the amazement of the beholders, he steered straight for the pier and ran it amuck. The pier was badly torn up, the Maine's nose was bruised, but several hundred human lives were saved. The excursion boat ran clear, but ten loaded freight cars, that were standing on the pier, went to the bottom of the river. There is no doubt as to Captain Sigsbee's relative valuation of human life and property. About $4,000 in property was destroyed, but 1,000 lives were saved. That was not a bad ten minutes' work for a man whose business it is to kill. There was a court of inquiry convened at that time, but Capt. Sigsbee was acquitted of any blame in the matter, and, figuratively speaking, was patted on the back by the Secretary of the Navy, who commended his humane action as the proper thing under the circumstances.

OFFICERS OF THE MAINE.

The Men Who Had Charge of the Great Battleship.

Washington, D. C., February 16.—The following is a list of officers of the Maine, with their address, as far as obtainable, at the Navy Department:

Capt. Charles D. Sigsbee, Washington.

Lieut. Com. Richard Wainwright, Washington.

Lieut. G. F. Holman, California.

Lieut. John Hood, Florence, Ala.

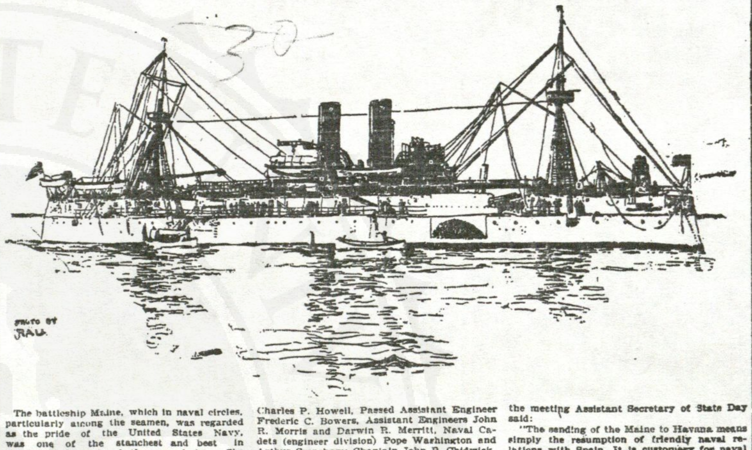
Lieut. Carl W. Jungen, New York city.

Lieutenants (junior grade), G. P. Blow, La Salle, Ill.; John J. Blandin, Greenwood, Md.; F. W. Jenkins, Allegany City, Pa.

Naval cadets, W. T. Cluverius, Jr., Louisiana; Amon Bronson, Nebraska; D. F. Boyd, Jr., Alabama.

Surgeon L. G. Hunreberger, Harrisburg, Va.; Paymaster C. M. Ray, Washington; Chief Engineer C. P. Howell, Goshen, N. Y.; Past Assistant Engi-

THE UNITED STATES BATTLESHIP MAINE.



The battleship Maine, which in naval circles, particularly among the seamen, was regarded as the pride of the United States Navy, was one of the stanchest and best in the world, though of the second-class. She was built at the Brooklyn navy yard in 1890, at a cost of $2,588,000. She was 318 feet long, 57 feet broad, 21.6 mean draught, and 6,682 tons displacement. She carried four ten-inch and six six-inch breech-loading guns in her main battery, and seven six-pounder and eight one-pounder rapid fire guns and four Gatlings in her secondary battery, and four Whitehead torpedoes. She had a steel hull and a complement of 374 men. She had two ten-inch vertical turrets and two military masts, and her motive power was furnished by twin-screw, vertical, triple expansion engines, having a maximum horse-power of 9,293, capable of making a speed of 17.45 knots.

The officers of the Maine, besides Commander Sigsbee, are: Lieut. Com. R. Wainwright; Lieuts. G. F. W. Holman, J. Hood, C. W. Ungen, J. T. Blandin, F. W. Jenkins, naval cadets J. H. Holden, W. Cluverius, Amon Bronson, David F. Boyd, Jr.; Surgeon Lucien G. Heneberger, Paymaster Ryan, Chief Engineer Charles P. Howell, Passed Assistant Engineer Frederic C. Bowers, Assistant Engineers John R. Morris and Darwin R. Merritt, Naval Cadets (engineer division) Pope Washington and Arthur Crenshaw; Chaplain John P. Chidwick, First Lieutenant of Marines Albertus W. Catlin, Boatswain Francis E. Lardkin, Gunner Joseph Hill, Carpenter George Helms.

Captain Sigsbee is a favorite in the Navy Department. For four years he was chief of the hydrographic office, and by his energy brought the office up to a high standard. He was lucky to get so important a ship as the Maine, considering his actual rank, which is that of a commander, but immediately he justified the department's judgment in the selection by running his ship straight into a dock in New York harbor to avoid running down a packed excursion boat. This was a display of quick judgment, nerve and pluck that pleased the department so highly that the captain was sent a complimentary letter.

The decision to send the Maine to Havana was reached at a special meeting at the White House on January 24 last, between the President, Secretary Long, Attorney-General McKenna and General Nelson A. Miles. After the meeting Assistant Secretary of State Day said:

"The sending of the Maine to Havana means simply the resumption of friendly naval relations with Spain. It is customary for naval vessels of friendly nations to pass in and out of the harbors of other countries with which they are at peace, and British and German warships have recently visited Havana. This is no new move. The President has intended to do it for some time, but heretofore something has happened to postpone it. The orders to the Maine mean nothing more than I have said, and there is nothing alarming or unfriendly in them. The Spanish minister here is fully informed of what is going one, and so far as I know has not made the slightest objection to it."

The Maine left Key West on January 24, and arrived safely at Havana on the morning of January 25. She was saluted by all the forts and war vessels in the harbor, and a warmer welcome could not have been given her. Since, then, according to all reports, the kindliest of feeling has existed between her officers and men and those of all persons with whom they came in contact in Havana.

and every day big barges filled with men came out from Havana and the men were lifted to the ship.

Young Keys in his letters spoke in high terms of Commander Sigsbee, and said all of the men respected and liked him. Though he was firm and believed in strict discipline, he was kind. Harry Keys was serving on board the Maine a year ago, when she encountered a severe storm in going from New York to New Orleans, and several men were washed overboard, five of whom were drowned. Young Keys was one of the men who went overboard, but was rescued, while the two men on either side of him lost their lives. In a letter to his mother after the accident he said that after that experience he did not believe he was destined to be drowned while in the service of the United States.

Mrs. Turner, Key's mother, read of the accident to the Maine this morning, and at once telegraphed to the department at Washington, asking to be advised of the fate of her boy as soon as the news was received. She has almost broken down under the suspense.

Indianians on the Maine.

[Special to The Indianapolis News.]

Washington, D. C., February 16.—In the Maine's crew were a number of Indiana men. The list is not yet complete, but the following are known to have been aboard, whether killed or injured is not known: [illegible] Keyes, Ellsworth

follows. The papers here give the supposition that explosives were being handled, and this may have caused the accident. It is quite certain that no explosives were being handled on board the ship at night. I suppose the officers and crew on board the Maine would number about 400. Her tonnage was 6,682. We shall probably soon have a full and detailed report from Captain Sigsbee.

Thinks It was Treachery.

Chicago, February 16.—Commodore J. E. Montgomery, once of the United States navy, a commanding officer of the Confederate fleet during the civil war, and the man who raised the frigate, afterward the ram Merrimac, was very emphatic to-day in declaring the sinking of the battleship Maine in Havana harbor was the result of treachery and an act without parallel in the world's history. In his opinion war must inevitably follow.

"When the divers go down and examine the hull of the vessel," said Commodore Montgomery, "it will be found that it was stove in by a torpedo, exploded under the bow with a diabolical intent. To be sure, an accident may occur on shipboard—a magazine or a boiler may explode. But consider all the circumstances, and you will not entertain the theory of accident. In the history of our

standing the utmost efforts of the officers and men and a display of the most expert seamanship, the Vandalia and the Nipsic were wrecked on a reef. The Vandalia lost four officers and thirty-nine men; the Nipsic, seven men, and the Trenton one man, whose head was smashed by an accident aboard ship. The admiral's report showed that the Adler had been thrown high up on a reef and was careened on her side; that the Olga had been beached in a good position. He said that the Eber was nowhere to be seen, and reported that the Calliope, having successfully run out of the harbor during the beginning of the storm, had returned, showing signs of having experienced heavy weather.

In reporting on the disaster, Admiral Kimberly said: "During the entire time Captain Farquhar showed great care and cool judgment in handling the ship through this terrific gale and never left the bridge. He was ably seconded by ihs executive and navigating officers, who did all in their power to save the ship. In fact, so far as I could observe, all the officers behaved extremely well under the trying circumstances and performed their duties cheerfully, effectively and as well as could be desired. This disaster, I classify among the incidents and accidents inseparable from the prose-

NEAR THE VERGE OF WAR

INTENSE EXCITEMENT AMONG THE PEOPLE IN WASHINGTON.

Suspicion that the Maine Disaster was Caused by the Spaniards—The President and Secy. Long Believe it was an Accident.

[Special to The Indianapolis News.]

Washington, D. C., February 16.—Not since the stormy days preceding the civil war has the capital been so excited as to-day, nor has the nation been nearer the verge of war, in the estimation of conservative minds, than it is now, as a result of the blowing up of the battleship Maine in Havana harbor. Before 9 o'clock excited groups, in which public men mingled, gathered on the streets to discuss the disaster, and the feeling of nine out of ten was that the Maine met her fate as result of Spanish treachery. The news that the explosion occurred under the bow of the vessel convinces the experts in naval construction that it was not due to the explosion of a powder magazine, and another strange fact to which attention is called is that the explosion was located where, of all places, it was calculated to cause the greatest possible loss of life.

Notwithstanding these suspicious circumstances, the President and Secretary Long, who held a long conference at the White House before 9 o'clock to-day, express the opinion it was an accident. Secretary Long said: "I do not think that the Maine disaster was the result of Spanish treachery. My advices from Sigsbee and Lee indicate it was an accident, and ask for a suspension of public opinion. It is significant also, I think, that they have not asked for warships. Of course none will be sent for the present. After a while a war vessel will take the place of the Maine. Of course it is impossible to form any definite opinion till we get later advices, which are expected any moment."

Congress met at noon under the most unusual conditions since the war. It was apparent before it assembled that the power of the President and the Speaker combined would not suffice to hold it in check. Senators and members are convinced the Maine was blown up by the Spanish, and they were violently impatient with the show of calmness from the executive department. The White House was thronged early with members from the Capitol, and the State, War and Navy Departments were buzzing with the voices of these dignitaries.

Two members of the Cabinet, who spent some time with the President today, state that everything so far received indicate that the loss of the Maine was due to accident. Captain Sigsbee, in his telegram from Havana, states that he is not prepared to express an opinion on this point.

COMPLICATIONS MAY RESULT.

Maine Incident Discussed by Foreign Relations Committee.

Washington, D. C., February 16.—The Maine incident formed the principal topic

...state the explosion was in the central magazine, and that the Maine was raised out of the water, and then went partially to pieces. The dispatch continues: "All but the surgeon were in the ward-room at the moment of the explosion. Then came the stupendous shock. All the officers below rushed on deck, but could get no further forward than the middle superstructure on deck. Only a very pitiable few of the 350 Jackies ever got from below. The water rushed over them, and many were stunned and drowned, but not mangled. It is not likely that more than forty sailors were saved. The officers on deck narrowly escaped. In the junior officers' mess all had to clamber out through water and wreckage waist-deep. One ladder from the after torpedo compartment was jammed with men struggling up for life. All agree that a double explosion occurred from the natural result of an underwater explosion of the magazines."

The dispatch says that the account of the passengers on the Ward line steamer City of Washington, which was lying 300 yards from the Maine, bears out the foregoing statement. Continuing, the cable says:

"Brass pipe, angle iron, etc., fell in a shower on the decks of the City of Washington, so injuring two boats that, when lowered, they were useless. Out of the dense smoke came anguished cries for help. Simultaneously with the cessation of falling fragments, searchlights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the Washington alongside at once, but the regular ferry-boats, passing soon after the explosion did not stop to offer aid."

THE SAVED.

List of Men Sent to the Department by Captain Sigsbee.

Washington, D. C., February 16.—This afternoon Secretary Long sent the following dispatch to Commandant Forsyth, at Key West: "Admiral Sicard ordered to come to Key West with ship and serve out clothing as necessary. Should he not arrive before the Olivette, you are authorized to purchase the necessary articles and give out."

Captain Sigsbee has reported in answer to a cable message of inquiry that the following officers and men were saved from the Maine:

Capt. C. D. Sigsbee.
Lieut.-Com. H. Wainwright.
Lieut. G. F. Holman.
Lieut. J. Hood.
Lieut. C. W. Jungen.
Lieut. G. P. Blow.
Surgeon S. G. Heneberger.
Paymaster C. M. Ray.
Chief Engineer C. P. Howell.
Lieutenant J. J. Blanden.
Chaplain J. P. Chidwick.
Passed Assistant Engineer F. C. Bowers.
Lieutenant of Marines A. Catlin.
Assistant Engineer J. R. Morris.
Naval Cadet J. H. Holden.
Naval Cadet W. T. Cluverls.
Naval Cadet R. Bronson.
Naval Cadet P. Washington.
Naval Cadet A. Crenshaw.
Naval Cadet J. T. Boyd.
Boatswain F. E. Larkin.
Gunner J. Hill.
Carpenter J. Helm.
Paymaster Clerk B. McCarthy.

Men: Larson, Hallberg, Bullock, Melville, Willis, Galpin, Kushida, Noppin, Turpin, Harris, Lutz, Jertson, Holland, Herbert, McDevitt, Foley, Hutchins, Schwartz, Richards, Teackle, Flynn, Dressler, David, Michaelson, Sohman, Fox, Wilbur, Waters, Anderson, Christianson, Koehler, Ericcson, Mack, Williams, J. White, Pauls, Coffee, J. W. Al-

once. Maine submerged, except debris; mostly work for divers now. Jenkins and Merritt still missing. Little hope for their safety. Those known to be saved are: Officers, twenty-four uninjured; crew, eighteen; wounded, now on board Ward line steamer, in City Hospital and hotel, fifty-nine, so far as known. All others went down on board or near the Maine. Total lost or missing, 253.

"With several exceptions, no officer nor man has more than part of a suit of clothing, and that is wet with harbor water. Ward steamer leaves for Mexico at 2 o'clock this afternoon. Officers saved are uninjured. Damage was in compartments of crew. Am preparing to telegraph list of wounded and saved. Olivette leaves for Key West at 1 p. m. Will send by her to Key West the officers saved except myself and Wainwright. Holman, Henneberger, Ray and Holden will turn over three uninjured boats to captain of port with request for safe-keeping. Will send all wounded men to hospital at Havana. SIGSBEE."

CONSUL-GENERAL LEE'S REPORT.

He Says the Spaniards Rendered All Assistance Necessary.

Washington, D. C., February 16.—Secretary Day received the following dispatch from General Lee:

"The Maine blew up at 9:40 o'clock. The explosion occurred well forward, under men's quarters; consequently, many were lost. It is believed all officers were saved, but Jenkins and Merritt not accounted for. Cause of explosion yet to be investigated. Captain-general and army and navy officers rendered every assistance. Sigsbee and most of his officers on board the steamer City of Washington. Others on Spanish gunboat and in the city. Captain Sigsbee has telegraphed Navy Department. LEE."

Lee's Second Dispatch.

Washington, D. C., February 16.—The following dispatch was received at 11:40 a. m.:

"Havana, February 16.—Assistant Secretary State, Washington: All quiet. Great sorrow expressed by authorities. Sigsbee has telegraphed details to Navy Department. Not prepared yet to report cause of explosion. LEE."

FOUR MEN PICKED UP.

Story of the Explosion Told by the Ship's Cook.

New York, February 16.—A special to the Telegram from Havana concerning the Maine disaster says: James Rowe, ship's cook, was the least injured of any that were brought in while I was there. I asked him how it happened.

"I don't know," he replied, speaking with difficulty. "I turned in my hammock at 8 o'clock and heard three bells strike. I don't remember anything more till I felt myself turning over and over and falling heavily upon the deck through a mass of smoke. I got on my feet and worked my way on deck. When I got there the superstructure deck was dipping under water, and I jumped overboard to keep from being drawn down in the suction. I was picked up by a boat from the Spanish man-of-war. Four more were picked up by the same boat. They were Daniel Cronin, a landsman; Charles Berryman, boatswain; Albert John, seaman, and Bloomer, a landsman."

One poor fellow whose face was injured past all recognition was lying in a cot in the hospital. I asked him his name and he mumbled back through horribly swollen lips: "My folks would feel uneasy if I told you."

So far as I can learn now the explosion took place in the magazine used for the storage of gun cotton for torpedoes. The morrow-night owing to the disaster which has befallen the American navy.

BLANCO NOTIFIES DU BOSC.

Both Express the Belief that the Disaster was an Accident.

Washington, D. C., February 16.—The news of the Maine disaster was learned at the Spanish legation with horror, and was the occasion for many expressions of the most profound regret and condolence. Early in the day Senor du Bosc, the Spanish charge d'affaires, received a message from Captain-General Blanco, which had been filed at 2 this morning. It read as follows:

"With profound regret I have to inform you that the American ship Maine in this harbor blew up by an undoubtedly chance accident, believed to result from an explosion of the boiler of the dynamo. Immediately following the accident all the disposable elements of the capital hastened to the spot to extend every aid possible. These included the force of the marine fire brigade and all the generals in Havana, among them my chief of staff. There have been deaths and wounds. I have sent an aid-de-camp to offer every assistance to the North American consul that he may wish for. I will forward further details as they become available. BLANCO."

Senor du Bosc expressed the most profound regret at the occurrence to the Associated Press reporter, to whom he gave a copy of the foregoing cable from General Blanco. He said: "Of course I look upon the horror as due in every respect and solely and simply to an accident. That is the clear and unequivocal statement of the authorities at Havana, and all the evidence thus far available goes to sustain it."

Asked if the disaster possibly could have any adverse effect upon the relations between Spain and the United States, he responded with a decided negative and the statement that the affair was wholly an accident.

Senor du Bosc hastened to the State Department soon after receiving the Blanco cablegram, for the purpose of expressing his deep condolence to the authorities and of communicating the captain-general's dispatch to Secretary Sherman and Mr. Day, the Assistant Secretary. To both of them he expressed personally and officially the most profound regret.

THE MAINE'S COMMANDER.

Sketch of Captain Chas. D. Sigsbee —His War Record.

Charles D. Sigsbee, commander of the Maine, has just passed the half-century mark in life, and is of a spare figure and about five feet seven inches in stature. His dark hair is just becoming tinged with gray, and a swarthy complexion is accentuated by eyeglasses. Owing to his artistic and scientific interests there was some criticism as to whether he would be a proper commander for a man-of-war, but when the suggestion was made to his brother officers and former associates, they were unanimous in expressing the belief that a more conscientious or courageous officer could not be found for the duty to which he has been assigned.

A former classmate of Captain Sigsbee at the Naval Academy describes him as being a man who could be trusted to acquit himself creditably in any emergency that might arise. There is no doubt as to his courage as well as discretion, and it would have been difficult to find a safer man to have sent to Havana at such a time. He would quickly resent any act of intimidation or insult that might be offered to American citizens or their representatives, and at the same time would not do anything that would be considered foolhardy or rash. He is accustomed to command, having been in responsible positions for the last thirty years, and in every instance he has ac-

engineers J. R. Morris, Oregon, Mo.; Darwin R. Merritt, Red Oak, Ia.; engineer cadets Pope Washington, North Carolina; Arthur Crenshaw, Alabama; Chaplain J. P. Chadwick, New York, N. Y.; First Lieut. Marines Albert W. Catlin, Minnesota.

Relief Boats on the Way.

Key West, Fla., February 16.—The lighthouse tender Mangrove sailed for Havana at 3 o'clock this morning, having on board several doctors. The steamer Fern has also sailed for Havana, and the torpedo-boat Ericsson left at midnight, with dispatches for the fleet. No details have been received here regarding the disaster to the Maine, and the list of killed and injured is unobtainable here.

The coast-survey steamer Bache has been ordered to Havana at once with wrecking paraphernalia. She is now at Key West.

Two Vessels' Services Offered.

New York, February 16.—President H. B. Booth, of the Ward line, sent telegrams to President McKinley and Secretary Long to-day, placing at their disposal the steamship City of Washington, now in the harbor of Havana, and the Vigilance, now en route to Havana, for any purposes and for as long as desired.

INDIANAPOLIS BOY ON BOARD.

Harry J. Keys was Serving on the Maine—Recent Letters Home.

Harry J. Keys, an Indianapolis boy, twenty-one years old, was serving a three years' enlistment on the Maine. He has been in the service for about three years, and was transferred to the Maine from the Brooklyn Navy Yard twenty months ago. His mother is Mrs. J. J. Turner, of 517 North Liberty street. His step-father, J. J. Turner, is a letter-carrier. Young Keys was reared in this city, and has many friends here. He

HARRY J. KEYS.

went into the service for the training it would give him, and in his letters home since joining the Maine, he expressed himself as delighted with the service and well pleased with his officers.

Mrs. Turner received a letter from her son yesterday, written from on board the battleship at Havana, in which he described the conditions as seen from shipboard. He said the feeling in Havana was strong against the American sailors, and that little liberty had been allowed them, for fear of trouble. His companions believed the Maine would be speedily called back to the United States, and they were all pleased with the prospect of getting out of Cuban waters. In the letter he said there were two big Spanish warships in the harbor, close to the Maine. One of them had only recently arrived, and was filled with Spanish soldiers and guns for the Spanish army. They were then being unloaded. The other vessel was being loaded with wounded and sick soldiers,

TALK WITH ADMIRAL BROWN.

He Discusses the Maine and Previous Naval Disaster.

An interview was held with Rear-Admiral George Brown at his home in Woodruff Place this morning. He had just finished reading an account of the destruction of the Maine. His first intimation of the disaster came at 2:30 a. m., when he was called up by telephone by members of the press.

"This," said he, "is the greatest disaster that ever occurred to the United States navy in time of peace, greatest in the number of lives that were lost and the value of the property destroyed. The next greatest disaster was in the hurricane at Samoa, in 1889, where we lost three ships. That, however, was a long time coming on, and the men were all awake. In 1870, I think it was, there was the sinking of the Oneida by an English steamer that ran into our vessel.

"Going back to 1868, there was the loss of the Wateree, a steamer, and the Fredonia, a storeship, by a tidal wave at Arica, Peru. The Wateree was carried inland a distance of three miles. Her skeleton is there yet. I have seen it a number of times. In 1848, I think it was, the Missouri was burned in Gibraltar harbor, but no lives were lost, I believe. These were the greatest casualties to our navy in time of peace preceding this disaster.

"I hope and believe the number of men lost on the Maine is exaggerated. It must certainly be that many of the missing have been taken up by other ships in the harbor. The fact that the loss, as reported, is confined to the crew may be explained by the fact that the crew are obliged to turn into their hammocks at 9 p. m., while the officers are not required to do so. The officers were probably sitting up in their quarters at the time of the explosion.

"The dispatch, as I read it, does not signify that the officers were undressed, but that the clothes they had on were all that they saved.

"We shall get more definite information to-day from Captain Sigsbee. . . . be able to collect his men and will know the exact number of the missing.

Probable Cause of the Explosion.

"The explosion took place forward, and the officers would all be aft. My firm conviction is that it will prove to have been an explosion of a boiler. The boilers are located well forward. One theory advanced is that this was the explosion of a magazine caused by an overheated coal bunker. This theory is not well taken. In every compartment of the Maine, including the coal-bunkers, there is a thermostat. When excessively heated the thermostat would sound a large gong at the captain's door, and would indicate in just which compartment there was excessive heat. An orderly always stands at that door.

"In Havana harbor, under prevailing circumstances, it is probable the Maine would have had heavy banked fires under one-half of her boilers, so that she could be ready to move on short notice. The explosion may have been due to a careless fireman, who had allowed the water to get low in one of the boilers. I do not believe it was a magazine explosion, because of the means they had on board of knowing when there is a fire in a bunker.

"It is altogether unlikely that there was a torpedo exploded under the Maine. No nation in time of peace would have submarine torpedoes in a harbor.

"The harbor at Havana is a small one, with vessels running into and out of it all the time. Of course a submarine mine, if planted in a harbor, would be arranged to explode by electricity from ashore. To use any other kind of torpedo, the vandals would wait until later in the night, as at 9:30 p. m. there would be many persons awake on shipboard. In my opinion, there is nothing to support the theory of explosion by torpedo.

"I know Captain Sigsbee well. He is an able officer, and has the entire confidence of the department. I know all the officers on the Maine, because just before I left the Norfolk navy-yard that ship was for some weeks in dock there, replacing some plates on her bottom which had been damaged by striking something in Key West harbor. As to the burning material on the Maine—her upper works were all steel, still there was woodwork in and about the quarters. The bulkheads were probably ignited. When a boiler explodes, a fire generally

dent. Why should the first one occur in so perfectly equipped a vessel as the Maine and under so capable a commanding officer as Sigsbee? Why should it occur in Havana harbor, where the vessel was at the mercy of an enemy capable of treachery, as we know the Spaniard is and has been as long as he figured in history? Why should it follow so closely the recent exposure of the Spanish minister to the United States as a despicable timeserver, who wore an affable demeanor in Washington, while giving vent to his hatred of our chief executive and our people in private letters to compatriots? The combination of facts is too strong to leave a doubt. I miss my guess if retribution will not be swift."

Lieut.-Commander Speyers Puzzled.

New York, February 16.—Lieutenant-Commander Speyers, of the United States navy, was aroused from his bed at the Navy Club and told of the Maine's destruction. "I can not understand how such an explosion occurred in the ship," he said, with the accent on the "in."

"I am not, however, familiar with the location of the magazine in the Maine. Sometimes there are magazines both fore and aft in a warship, and it is barely possible that the forward magazines of the Maine exploded.

"But I do not understand how any ammunition in the magazine could have exploded at this time. There is no reason that I know of why anybody should have gone to the magazine then. The keys of a vessel's magazines are always kept in possession of the captain, and when the captain leaves they are turned over to the officer left in command. Not having full information, I can not express any opinion on the disaster."

GENERAL HARRISON'S VIEW.

Hopes that It was Accidental and Not Foul Play.

Benjamin Harrison said of the disaster: "The occurrence is a most terrible and shocking one. It is to be hoped that an investigation may leave no doubt that it was an accident. If there should be any room for suspecting foul play, it would be very unfortunate."

FEELING IN INDIANAPOLIS.

Disposition to Await Full Particulars Before Passing Judgment.

The destruction of the Maine was almost the whole topic of conversation in Indianapolis to-day. The event was discussed and commented upon in the streets, in stores, offices, street cars and hotels. The news spread rapidly this morning, and by 10 o'clock nearly every man in the city knew of the accident. There was no great excitement. Every one was looking for additional information, and few were willing to hazard an opinion. There was no question as to what the feeling would be if it were found out that the destruction was not accidental, but there was a willingness on all sides to wait for additional news. When the report was circulated early this morning that the cable between the United States and Havana had been cut, there was much unfavorable comment, and many who were at first disposed to look on the affair as a deplorable accident were inclined to the belief that it was the work of enemies. When later the report of the cutting of the cables was denied, the feeling died down. There continued to be much anxiety, and the destruction of the vessel caused profound regret, but judgment was withheld awaiting complete returns.

THE SAMOAN DISASTER.

Only Parallel to the Maine Horror in the History of the Navy.

Washington, D. C., February 16.—The only parallel to the Maine horror in the history of the United States navy was the great Samoan disaster, in March, 1889, when four officers and forty-six men of the Pacific coast squadron lost their lives in a hurricane which swept the harbor of Apia, Samoa, and surrounding waters, March 15 and 16. When this hurricane started there were in the harbor of Apia the following warships: The United States Trenton, Vandalia and Nipsic; the British ship Calliope and the German vessels Adler, Olga and Eber, and a few merchant ships and small craft. Admiral Kimberly, commanding the naval forces, made the department a long report, in which he showed that, notwith-

gives it a distinguishing feature, which, fortunately, the service is rarely compelled to witness."

EXPLOSION WAS FORWARD.

Indications that It was the Magazine—Quiet at Havana.

Washington, D. C., February 16.—At 11:20 o'clock Secretary Long received the following unsigned telegram from Havana: "Only two officers unaccounted for. The explosion was forward. To all indications the magazine exploded, but can not tell until an investigation is had. The sentry on the poop-deck reports that there were no boats in the vicinity when the explosion occurred."

Another telegram to Secretary Long from George Bronson Rea, said to be a newspaper correspondent, said: "No excitement. All quiet. Only feelings of sympathy and sorrow for the accident."

REPORT THE CABLES CUT.

Postal Company's Bulletin and Charge Against Spaniards.

The Postal Telegraph Company this morning received a bulletin from the Postal Telegraph Cable Company's main office in New York announcing that the Spaniards had cut the Cuban cables and shut off communication with Havana.

London Globe's Comment.

London, February 16.—The Globe this afternoon, commenting on the disaster to the United States battleship Maine, says: "It is impossible to refrain from the suspicion that the explosion may have been caused by foul means. Although anchored, the Maine would have had steam up in one of her boilers for the dynamos and auxiliary machinery. If an infernal machine had been hidden in the coal, and was thrown into the furnaces, obviously there would have been an explosion of the boiler, and as a result of a magazine. That this terrible event should have occurred in the harbor of Havana renders a solution of the mystery of international importance."

What De Lome Says.

New York, February 16.—Senor de Lome heard the news of the disaster to the Maine at the Hotel St. Marc this morning. At first he refused to credit the news, but when the truth dawned upon him, he said: "It is terrible. I pray God the news has been exaggerated. You may be sure of one thing, however. No Spaniard did this. Like myself, all Spaniards of importance retain friendly feeling toward this country. There will be no war; there can be no war between America and Spain. This appalling disaster forces me to a declaration that I love America as I do no other country than my own."

Affects the London Stock Market.

London, February 16.—American securities opened firm on the Stock Exchange to-day, owing to the belief that the Cuban difficulty was ended; but later they fell rapidly, owing to the news of the disaster to the United States battleship Maine in Havana harbor.

TUGBOAT SINKS.

Five Men Believed to Have Been Lost in New York Bay.

New York, February 16.—A tugboat, said to be the Frankie, to-day capsized and sank in the lower bay. It is said that at least five men were lost. The ferryboat Castleton, of the Staten Island line, was on her way to New York when the tugboat was heard whistling for help. The ferryboat went to its aid, but the tug sank quickly. Two men were saved.

Brick-Makers' Elect Officers.

Pittsburg, Pa., February 16.—The National Association of Brick Manufacturers yesterday elected the following officers: President, William Flinn, Pittsburg; secretary, T. A. Randall, Indianapolis; treasurer, John W. Sibley, Coaldale, Ala.

Sues His Wife for Property.

Oscar Mueller filed suit in the Superior Court to-day against his wife for $6,000, claiming that he had conveyed to her at her solicitation property of that value. Mueller asks for a lein on the property.

tee on foreign relations at its meeting to-day. The affair was not officially before the committee, but it was, nevertheless, allowed to displace almost all other business. The opinions generally expressed by members of the committee in this informal conference were to the effect that the occurrence is one of very serious import, and that it may result in grave complications unless Spain can make it very plain that no Spaniard was in any way responsible for it. A prominent member of the committee said after the close of the meeting that Spain would be expected to make an explanation that would entirely clear up the mystery, and that if she did not this country would have a right to demand such explanation. Most of the members of the committee refused after the conference to express any opinion concerning the occurrence. "It is too serious to talk about it at present," said Senator Lodge, while Senator Cullom said: "I can't see how the explosion could have been the result of an accident, and I think the time is rapidly approaching when this country must do something." Senator Clark would only say: "It is singular that such accidents happen at such opportune times."

Among the matters discussed by the President and members of the Cabinet was the question of the expediency of immediately sending one or two more warships to Havana to take the place of the Maine, and the conclusion is understood to have been reached that at present such a course was not desirable. At about half past 1 it was authoritatively stated at the White House that information so far received indicated that loss of the Maine was the result of an accident, and that in the absence of evidence to the contrary this should be assumed to be the fact. Secretary Long returned to the White House early in the afternoon and remained with the President for some time. Up to 2 o'clock nothing had been received from Havana since the cablegram from Captain Sigsbee.

CAUTIOUS COMMENTS

Generally Made on the Disaster by Public Men at Washington.

Washington, D. C., February 16.—The Navy Department was the scene of intense excitement before 9 o'clock this morning, but at the usual hour of opening the department officials had no news to add to that given in the last Associated Press dispatches. The first news received this morning came from Key West, and added little to the sum of information. Commandant Forsyth, at Key West, wired the Navy Department that he had been notified by Captain Sigsbee, of the Maine, to inform Admiral Sicard, in command of the North Atlantic squadron, that the Maine had blown up and was destroyed. He requested that a light-house tender be sent over to Havana, and added that many were killed and wounded. Commandant Forsyth's message further said that the light-house tender Mangrove left Key West at 3 o'clock this morning for Havana, and that the tug-boat Fern would promptly follow her. A second dispatch from Commandant Forsyth said that he had sent the torpedo boat Ericsson, which was at Key West, to Admiral Sicard, who is at the Dry Tortugas with a message concerning the disaster to the Maine.

Captain Dickins, chief of the navigation bureau, expressed the opinion to-day that the explosion took place in the magazine of the Maine. He said that this was evident for the reason that the ship was afloat for an hour after the explosion. Had a torpedo been fired under the battleship she would have sunk almost immediately, and the fact that the

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had not done so was conclusive evidence the firing of a torpedo was not the cause of the disaster.

The greatest interest prevailed among Senators and Representatives as to the extent of the Maine disaster, and many of them hurried to the Navy and State Departments to learn if there were any further details. With only the first reports before them, and a recognition of the graveness of any utterances, there was a hesitancy to express opinions at this time.

Decline to Talk.

The immense gravity of the situation, in case later advices should show that the disaster was not purely accidental, was admitted by all public men. Conservative public men, in the face of the appalling catastrophe, the meager information at hand, and its possible consequences, therefore declined to express any opinion at this time. Chairman Hitt, of the foreign affairs committee; Chairman Dingley, of the ways and means committee, and members of the naval committee of the House all said they preferred to await fuller information before expressing themselves. Mr. Hitt said it would be well for the public to follow the cue given by Captain Sigsbee, and suspend judgment until the cause of the disaster was ascertained.

Senator Platt, of Connecticut, expressed the opinion that the explosion would be found to be the result of an accident from within, and he doubted that any one could have planned and carried out a plot to bring about an explosion on the ship.

Ex-Senator Butler, of South Carolina, who was a member of the committee on foreign relations during his service, said that it was decidedly strange that American vessels have visited every port in the world and no accident befallen them, but that as soon as a vessel visited Havana this great disaster should occur. Mr. Butler was of the opinion that some bold man had gone aboard the Maine and placed a grenade with a slow match where it would explode the magazine. It was probable, he thought, that many people had been permitted to visit the war-ship, and that some one of the visitors had carried a grenade aboard.

A very prominent naval officer who did not wish his name used because of the meagerness of present information as to details, expressed the informal opinion that the accident occurred from spontaneous combustion in the coal bunkers, the heat of which exploded the powder in the supplementary magazines adjoining. Still another prominent officer was very confident that the forward magazine of the Maine could not have exploded.

"Had the magazine exploded," said he, "the ship would have been blown to flinders."

The news of the disaster created a profound impression at the Capitol. Senators and members of the House, as a rule, expressed the opinion for publication that the catastrophe was the result of accident and not of design, but there were some opinions, generally expressed under the breath with admonition not to publish, to the effect that the affair looked very mysterious and doubtful. As a rule Senators expressed the opinion that the department would and should make thorough investigation, and added that for the present it would be unnecessary for Congress to take the matter up.

Senator Hale, chairman of the committee on naval affairs, and a member of the committee on appropriations, said that he had just come from an interview with the Secretary of the Navy, and that he felt confident that the Navy Department would institute a thorough investigation into the disaster.

Congressional Action Unnecessary.

"There is no occasion," said the Senator, "for Congress to take the matter up. Surely something should be left to the department, and this is one of the things which in my opinion should be so left. It is, of course, impossible, from the information received, to say how the accident occurred, but I feel confident that the facts, when developed, will show that it was an accident. The Maine was, of course, prepared for action in case action should be necessary, and had therefore many vulnerable points exposed. A battleship is little less than a volcano under the most favorable circumstances, and when legislating for the increase of the navy I always feel that a war vessel may prove to be almost as

haps a majority are inclined to the belief that the explosion was purely accidental; another considerable number feel that a torpedo was exploded under the vessel, and a third theory is that some infernal machine was smuggled aboard the ship and set off.

In the present lack of knowledge as to the condition of the wreck, it is not thought to be possible to say to which theory the balance of probability inclines. An examination by a diver of the hull of the Maine would demonstrate instantly whether or not a torpedo had been used, for in case it had the plates of the hull would surely be driven in. On the other hand, protruding plates would be an evidence that the explosion was purely internal.

Captain Sigsbee's brief report, as well as General Lee's dispatch, indicate that they now incline strongly to the belief that the explosion was of internal origin. Both agree that the force of it was in the forward part of the ship, and this is borne out by the escape of the majority of the officers, whose quarters are aft, and the heavy casualties among the crew, sleeping forward. Probably in the latter case the death list would have been even larger but for the fact that the Maine, having a superstructure forward on the main deck, a portion of the crew were quartered there, and so escaped the greater violence of the explosion as felt on the berth deck below them. The Maine had three magazines. The one forward was used for the storage of ammunition, weighing 15,000 pounds. This quantity of explosive is so large that the naval officers here can scarcely believe it was possible for any human being on board the Maine to have escaped alive had this magazine exploded entirely. There was no smokeless powder on board the ship, and the ten-inch ammunition was made up of brown prismatic powders. Not only is this powder most carefully packed in hermetically sealed copper cases, but its heat-resisting qualities are so great that it can not be ignited by the flame of a match, 600 degrees Fahrenheit being the amount of heat that must be applied for some time to set off the powder. On the other hand, it is readily ignited, as in the case of the charge in a gun, by the explosion of a good quantity of fulminate. Every precaution is adopted aboard ship to safeguard its magazine.

PUBLIC FEELING IN MADRID.

Spaniards Think This Country Wants to Have a War.

New York, February 16.—A dispatch to the Herald from Madrid says: The public feeling here against the United States is very highly strung. In the public mind the firm conviction is that the United States means to force a war upon Spain; that the latter must absolutely stand her ground; that in Cuba the autonomists would side with Spain, fighting against the United States troops, and that if the Spaniards would encourage the landing of American troops in the greatest number possible, now the unhealthy season is coming on, it would kill them off like flies.

At the same time the ships of war could bombard the coast towns, which, with the exception of New York, are considered unprotected, the United States not having sufficient warships to protect them. At the same time, also, great calculations are made on the widespread ruin which would fall upon business men in the United States. It would merely be the first step toward the solution of the question which is slowly bleeding the resources of the country to death. Such is the representative idea of public feeling to-day.

Senor Canalejas declares that his recent visit to the United States and Cuba was neither directly nor indirectly official, or secretly had any connection with the Government, and that during the journey he did not communicate with ministers, foreign or colonial, and sent but one letter to Senor Sagasta, his personal friend. This contained nothing in any way mischievous. He went solely to learn for himself privately the condition of affairs, and was not presented to the President in his official capacity. In conclusion, he considers Senor de Lome's letter private and confidential.

The action of the government did not popularize it at home. There are indications that the ministers are not displeased to get rid of a representative who could not sincerely reflect their feelings, for Senor de Lome was a fervent member of the national party, headed by Senor Romero Robledo and General Weyler. The government feels relief now at having one of its own men, who truly represents the most liberal ideas of the Cabinet, and who starts full of the idea of the importance of pushing the commercial treaty details, with which he is far

THE VERSAILLES LYNCHING

A BELIEF THAT THE GRAND JURY WILL FAIL TO INDICT.

Ten Thousand Dollars Reward — A Question of Identity—Eighth District Politics — Sheep Killed by Parasites.

Osgood, Ind., February 16.—It is the understanding that the grand jury at Versailles will report to Judge New this afternoon that no indictments have been found against the leaders of the September lynching, and will ask to be discharged from further consideration of the case. Many witnesses have been summoned, but either they were ignorant of what occurred, or were unwilling to testify as to facts, and it is asserted that even the detective who is credited with furnishing Governor Mount the information at his command, failed to disclose the identity of the guilty persons, or at least did not give evidence on which the grand jury was willing to act. The Attorney-General did not return to assist the prosecutor; the Hon. H. D. McMullen, appointed by the Attorney-General, was detained at home by illness, and his son, Harry McMullen, whom he commissioned as his representative, only spent yesterday in the court-room, and even then took no active part.

It is now alleged that another plan is in contemplation, by which the prosecution hopes to make a point. Waiting until after the grand jury has adjourned, an affidavit will be filed before a justice of the peace, and Peter Hostutler, who is threatening vengeance because of the failure of the county to pay the reward alleged to have been promised him, will be made one of the defendants. Hostutler, it is then claimed, will apply for a change of venue from the county, which he has a right to do under the law, and the change of venue will carry the entire case with it.

It is asserted with vigor by friends of the supposed lynchers that Hostutler was several miles distant on the night of the lynching, and knew nothing of it for several hours, by which time the participants had separated to their homes. However, if such a thing is contemplated, it is not believed that if Hostutler secures a change of venue, he can carry the other defendants with him against their will, and they certainly would not go out of the county if it could be avoided.

There is much suppressed excitement throughout the county, growing out of the Governor's persistence in this case, and it can not be denied but that there is much ill-feeling. Yesterday it was freely bruited about that Mrs. Bohlman, the old woman who was inhumanly tortured some months ago to compel her to disclose the hiding-place of her little store, which incident was one of the causes leading to the lynching, although the victims were not concerned therein, had become a hopeless maniac, and the compressed lips and flashing eyes of those who listened to the tale of her piteous ravings boded no good to the success of the Governor's present move.

SHEEP KILLED BY PARASITES.

The Disease that Afflicts Them is Not Anthrax, as Stated.

[Special to The Indianapolis News.]

Crawfordsville, Ind., February 16.—Professor Bitting, of the Government agricultural station at Purdue University, has, after a microscopic examination of the diseased parts of certain of the sheep which have been dying in Montgomery county, changed his opinion, and now states that the plague is not anthrax, as he at first thought. He finds that the sheep are dying of a parasitical disease, which, while not contagious, will carry off whole flocks, as its germs were taken into the systems of the animals during the grazing season.

He finds the intestines and lungs of the animals he examined to be fairly alive with minute worms. A certain new worm which feeds on the grasses in some fields is responsible for the disease. The sheep feeding on the grass thus afflicted take the disease into their bodies in an embryonic form, and it develops later when they are fed on dry food in the winter season. Professor Bitting says that if the flocks thus attacked are turned in to graze on wheat or rye, those animals

county, but when the central committee of Randolph indorsed Judge Marsh, he felt that he was being discriminated against, and so changed his base of operations by moving to Alexandria, Madison county. The feeling of many is that the contest will be between Mr. Cromer and Judge Marsh, as they are the older, more experienced and better-known politicians. The friends of the Muncie candidate believe that in this event their man will win, as they aver that during the Debs strike the Judge uttered some terse opinions against Debs at a meeting at Anderson. This, they say, will injure his chances materially, since the union labor vote will figure strongly in the contest.

Being an off year, the Republicans can not spare a vote to carry the election. Delaware, Madison and Blackford counties are a part of the gas belt, and a man not favored by the union labor element in those counties would fail to draw the full vote of his party and obtain his portion of the floating vote, of which there is a large amount. The district committee will meet in this city to-morrow afternoon at 1 o'clock to organize and fix the date and place of the congressional convention. It is thought that because this city is the central point of the district the convention will be voted to Muncie.

ONE THOUSAND DOLLARS REWARD

The Heirs-at-Law of Mrs. Louisa Stoltz Take Concerted Action.

Portland, Ind., February 16.—Charles Miller and Catherine Cowen, heirs-at-law of Mrs. Louisa Stoltz, the murdered woman, have offered a reward of $1,000 for the arrest and conviction of her murderers, and active search has been renewed. The city authorities are bringing every available means into play, and the mayor and marshal have been unremitting in the pursuit ever since the crime was discovered. Among the persons who were detained under suspicion and released was Herschel LaFollette, who has a mania for printing cards and carving his initials on pillar and post. Many hallways in this city are defaced with his initials—"H. L."—and so are telegraph and telephone poles, while every book in his room is mutilated with printed verses and addresses. It will be recalled that the first intimation came from a printed card mailed at some other point, and it is this card which causes the mayor much anxiety, because it may be a possible clew. LaFollette's mania for printing letters with pencil or pen, and with carving his name, led to suspicion in his direction, but LaFollette readily submitted himself for investigation. He has a crippled arm, and it is not thought that he actively participated in the affair, but still the suspicion constantly returns that he knows more of the affair than he has so far acknowledged. The footprints in the door-yard and in the corn-field adjoining show that the assassins lay in wait for Mrs. Stoltz, and that they retreated through the field after the murder and robbery had been accomplished.

EIGHT HUNDRED CONVERSIONS.

Over that Number Have Been Recorded at Muncie Revivals.

[Special to The Indianapolis News.]

Muncie, Ind., February 16.—The revivals in progress in the various churches in the city are remarkable for the number of conversions. The protracted meeting at the High-street M. E. church, under the leadership of the pastor, the Rev. L. J. Naftzger, has been in progress since New Year's, and with yesterday's services nearly 450 conversions had been recorded by Miss Sarah Doebler, the deaconess from Cincinnati, who is assisting in the services.

Over two hundred have united with the congregation. During the ten days of the meeting at the First Baptist church sixty have accepted Christianity. The Rev. Mr. Carter has only been with the church for four weeks, coming from Lafayette. Protracted meetings are also being held at the Church of Christ, First Christian church, Avondale M. E. church, Whitely M. E. church, Central Christian church and Friends' church, and the conversions at these number altogether about four hundred.

A QUEER OLD DEED.

One Recorder Dropped Dead While Writing It—Another Finished It.

[Special to The Indianapolis News.]

Lafayette, Ind., February 16.—In the county recorder's office yesterday afternoon there was presented for record a deed which had been locked in the secret depository of a country resident since November, 1831, and was then brought out on account of a real estate transaction. The peculiarity of the incident, however, was that the proffered deed

the initiative and the referendum in legislation." The Indiana University debating team is made up of Messrs. Welborn, Holman and Lawrence. A large delegation is expected from Butler. The judges will be Judge Voyles, of Salem; the Rev. F. E. Dewhurst, of Indianapolis, and Charles R. Williams, of The Indianapolis News.

A QUESTION OF IDENTITY.

The Muncie Police Believe They Have Found Mrs. Luetgert.

[Special to The Indianapolis News.]

Muncie, Ind., February 16.—Local police circles are greatly excited over the finding of a woman in this city who is supposed to be the wife of Adolph Luetgert, the sausage-maker of Chicago, who was recently sentenced to twenty years' imprisonment for her supposed murder, after two trials, covering many months, and involving great expense on both sides. The mysterious woman in many ways answers the description of Mrs. Luetgert. She arrived here last Monday evening—how and whence no one knows. In her possession are several bundles containing fine dress patterns, several of which bear the advertising mark of Chicago merchants. She is fairly well dressed and has a little money. She went to the home of George M. Bailey, asking assistance, and was given shelter. Since then the family has not been able to get rid of her. Many believe that she is demented. Her mind relative to the past is either a blank, or else she refuses to talk about it, declining to give her name or home. The police are in communication with Chicago, and they believe that even if the woman is not Mrs. Luetgert, she has a history worth investigating.

Rendezvousing at Columbus.

Columbus, Ind., February 16.—Many Gypsies are camping in this vicinity, called here by the trouble in which Frank Porter and Leonard Bassinger have fallen, through a murderous assault upon William Irons, who is the father-in-law of Porter. Irons has not yet recovered. Porter's mother is a Gypsy, and she has summoned the tribe, that something may be done in the interest of the prisoners. Many Gypsies throng the streets, bartering and telling fortunes, and there is much alarm among children because of the kidnapping stories which they have heard in connection with Gypsy life.

Curfew Law Agitation.

[Special to The Indianapolis News.]

South Bend, Ind., February 16.—A veritable wave of curfew-law agitation is sweeping over northern Indiana. Laporte and South Bend, through the united action of the W. C. T. U., are particularly affected, despite the fact that a curfew ordinance was defeated here last season. The W. C. T. U. has secured the co-operation of the city Ministerial Association, and next Sunday, at each of the churches, a standing vote will be taken and a record be made of those favoring the law, to be reported to the City Council, as evidencing the public sentiment on the question.

Under Arrest at Lafayette.

[Special to The Indianapolis News.]

Lafayette, Ind., February 16.—Three men, giving the names of R. A. Williams, James Downey and Harry Church, were arrested here last night. In their possession were several pension certificates and other property, and they are held under suspicion of complicity in the robbery of the Lebanon postoffice last Saturday night. They have been here since last Monday. Still later, Paddy Ryan, of this city, and Charles Howard, of New Castle, were taken in charge. Howard tells a story connecting the gang with the robbery.

A Close Primary Contest.

[Special to The Indianapolis News.]

Noblesville, Ind., February 16.—In one of the closest and most exciting primary elections ever held in this county the Republicans yesterday nominated the following ticket: For Representative, Edward E. Neal; prosecuting attorney, John E. Garver; clerk, Horace W. Carey; treasurer, Henry Fisher; recorder, John S. Carroll; sheriff, W. H. Bartholomew; surveyor, James A. Mitchell; coroner, C. C. Rain, and commissioners, Levi Cook and Henry Carpenter. The nomination is equivalent to an election.

Mrs. Kirkpatrick Recaptured.

Terre Haute, Ind., February 16.—Mrs. Marie Kirkpatrick, arrested on a telegram from Pueblo, and who escaped from

to manslaughter, and was committed under the indeterminate sentence law to the Reformatory at Jeffersonville.

Incendiarism.

[Special to The Indianapolis News.]

Richmond, Ind., February 16.—The buildings at the Keisey & Mather brick-yards, west of the city, were entirely destroyed by fire last night. The loss is between $3,000 and $4,000; partially insured. The fire was of incendiary origin.

Small Blaze at Sheridan.

[Special to The Indianapolis News.]

Sheridan, Ind., February 16.—Jacob Pritsch's home was totally destroyed by fire last night, the household goods being saved. There was an insurance of $500 in the Northwestern National, which will partially cover the loss.

Rich & Co., of Frankton, Assign.

[Special to The Indianapolis News.]

Frankton, Ind., February 16.—Rich & Co., dealers in meats, made an assignment yesterday. Bad business was the cause. They formerly conducted business at Elwood.

DEATHS IN INDIANA.

H. J. Bracey.

[Special to The Indianapolis News.]

Brazil, Ind., February 16.—H. J. Bracey, president of the Indestructible Post Company, of this city, died yesterday at Attica, he having been under treatment at the Indiana mineral springs for rheumatism. In his anxiety to return to his business he over-taxed his strength and died of exhaustion. He was a man of family, forty years old and came here from Selma, Ala.

John T. Tracy.

[Special to The Indianapolis News.]

Franklin, Ind., February 16.—John T. Tracy, who had been a citizen of the county for sixty-eight years and prominent in business and Democratic politics, is dead, at the age of ninety-one. For twenty-five years he served Pleasant township as trustee. Six children survive him.

Dr. Richard Walters.

Kokomo, Ind., February 16.—Dr. Richard Walters was found very ill in his office in this city some two months ago, having lain for ten days without assistance. Last evening he died in a hospital at Logansport. He was fifty years old and without family.

David R. Kinney.

Marion, Ind., February 16.—David R. Kinney, a well-known business man, died yesterday. He settled in Grant county in 1836. Mr. Kinney was seventy-seven years old. For many years he was a teacher.

Samuel Nash.

[Special to The Indianapolis News.]

Franklin, Ind., February 16.—Samuel Nash, a farmer living south of Franklin, fell dead Monday afternoon while chopping wood. He leaves a large family.

INDIANA WEDDINGS.

Marsteller-Hull.

[Special to The Indianapolis News.]

Lafayette, Ind., February 16.—Mr. Charles Marsteller and Miss Grace Hull, of this city, will be married this evening at 7:30 at the home of the bride's parents. The wedding will be a popular society function. The bridesmaids will be Alys H. Ankeny, Lucy V. McMullen, Mary H. McMullen, Charline M. McRae and Emma E. Walker, while the ushers will be George Ade, of Chicago; Harry C. Kahlo, of Indianapolis; Willard G. Brockenbrough, Daniel B. Luten, Bert J. Kaull, Frederick D. Falley and E. George Fifer.

Shaw-Carter.

[Special to The Indianapolis News.]

Bedford, Ind., February 16.—Hempstead C. Shaw, a lawyer and real-estate dealer of Worthington, and Miss Isabel Carter, of this city, were married at the home of the bride's parents, Mr. and Mrs. Brice Carter, last night.

Miner-White.

[Special to The Indianapolis News.]

Frankton, Ind., February 16.—Mr. Bert Miner and Miss Cora White were married at the home of Dr. T. A. White at 6 o'clock last evening.

CLOAKS

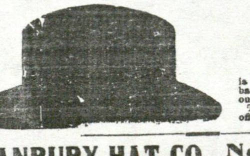
The last chance and an exceptional opportunity to buy Cloaks, Capes and Furs. We have reason to believe that the latest styles this year will be the fashion next year, and parties at all in need of Cloaks or Furs will do the wise thing to take advantage of the prices we are now making. Nearly all our stock is goods bought since the holidays, and are the very latest styles, and will be as good as gold next year. Nevertheless, we must have room for new Spring Goods, and, besides, we don't carry over any goods from one season to another. Therefore, now is your chance.

$6.50 Jackets and up to $8.75, choice for	$2.98
$4.75 Jackets and up to $5.50, choice, now, for	1.48
$9.00 Jackets and up to $12.50, to close, now for	3.98
$13.50 Jackets and up to $15.00, to close, for	4.75
$16.50 Jackets and up to $20.00, to close, for	4.98
Capes, worth from $3.50 to $5.00, for	1.39
Capes, worth $6.50 up to $8.00, for	2.98
Capes, worth $8.50 up to $10.00, for	3.98

All Children's Cloaks and Jackets. Now is the time to invest. You can buy them at very little.

Brosnan Bros.,
6 and 8 W. WASH. ST.

SPRING STYLE TOURIST HATS



$1.98

is all new colors—PEARL with black bands, MAPLE DRAB, OTTER, various shade of Brown and Black.
These are the finest quality hats ever offered for $1.98. Come and see one.

DANBURY HAT CO., No. 8 East Washington St.
Sign of the Big Glass Hat.

SELIG'S
109 11 SOUTH ILL ST

The excitement still prevailing at the Big Dry Goods Store on South Illinois street.

Dump Sale No. 2

Read the prices for Thursday Bargain Sale.

DOMESTICS
From 9 to 11—
50 dozen pure Linen Satin Damask Towels, 15x30, fringed, colored border, were 12½c. Sale price ... 5c
25 dozen Linen Fringed Colored Border Napkins, former price 49c, now, per dozen ... 25c
All-Wool Skirt Patterns, were $1.25, sale price ... 47c
Yard-wide Bleached Muslin, per yard ... 4½c
Dark Prints, standard quality .. 2⅞c

ALL-DAY SALE

Pure all-Linen Satin Damask, was 75c, for, per yard ... 39c
10-4 Colored Bedspreads, worth $1.00, for ... 49c

LADIES' WAISTS.
$1.00 Plaid and Striped Waists .. 43c
$1.75 Worsted Waists, black and plaids ... 89c
$5.00 Silk Waists ... $1.39
$2.00 and $2.50 Children's Colored Dresses, 49c and ... 98c
$2.00 Outing Flannel Gowns ... 69c

GENTS' FURNISHINGS.
Gents' White Unlaundered Shirts, linen, reinforced bosom, worth 50c ... 23c

Gents' Furnishings — Continued.
Outing Flannel, Soft Bosom Shirts, worth $1.00, at ... 35c
Canton Flannel Drawers at ... 19c
Feather Boas, worth 75c ... 23c

CLOAKS AND SKIRTS.
100 Black Figured Skirts, silk finish, worth $2.00, Thursday bargain sale ... 98c
Children's Jackets, worth from $4.00 to $5.00, go at ... $1.49
Ladies' Jackets, worth from $6.00 to $15.00, go at ... $4.98
Do not miss this sale. Trading Stamps with all purchases.

SELIG DRY GOODS COMPANY
211-213 SOUTH ILLINOIS ST.

222222222222 222222222222

WANTED—FEMALE HELP.

WANTED—Good German cook; wages $4. 8¼

fluct. For this reason I am sure the affair in Havana harbor will prove a genuine sensation in naval circles aside from any political aspect."

The Senator expressed the opinion that Congress would take steps to prevent the decrease of the navy, but did not undertake to say that there would be immediate efforts to replace the Maine. He said that, whatever could have caused the catastrophe, he was sure that no friend of Spain could have been guilty of such conduct, for the reason that, if there had been no higher motive, the accident would have been a very foolish and foolhardy one. He said the Maine had cost, according to his recollection, between $3,000,000 and $4,000,000.

Senator Fairbanks—The reports are so meager that it is impossible to determine the cause of the explosion or to locate the responsibility, if any one is at fault. A thorough investigation doubtless will be instituted by the proper authorities. It is a most deplorable accident, and one which will awaken the most general sympathy.

Senator Warren, of Wyoming—If it should develop that the Spanish had anything to do with the occurrence, both the United States navy and the army ought to be summoned to take the matter up in earnest. If it should prove to be an accident, it should be carefully investigated, for it is high time that such accidents were brought to a close. It has apparently come to be true that our naval vessels can not make any move, can not go up a stream, or down a stream, or out to sea, without grounding, or having some other accident befall them. I hope, therefore, that no time will be lost in determining the cause and placing the responsibility for the occurrence, which either are due to the hand of a foreigner or to a member of our own forces.

Senator Pasco—It is a deplorable occurrence, but it is impossible to say whether any one can be held responsible or blameworthy. Certainly, a most rigid investigation should be made into the accident by the Navy Department, and if it should subsequently appear that legislative action is necessary, Congress should take the matter in hand. For the present, however, it is fair to presume that the President and Navy Department will take the proper steps in the matter.

Senator Clay, of Georgia—The presumption is that the Navy Department will give careful and thorough attention to the matter, and that it will make such report as it may deem necessary. If, then, it becomes necessary for Congress to act, I am sure there will be no hesitation in dealing with the matter. There is no proof that the Spanish are in any way responsible for this serious calamity, and we should be slow to make charges without proof to substantiate them. I, therefore, content myself with saying that investigation is all that is needed for the present, and that this investigation should be rigid, letting the blame rest where it may.

Senators Chandler, Mason and Carter were in the Senate committee on post-office and post-roads, and, of course, were talking about the accident. Senator Chandler said that no one could tell now how the accident occurred. It might have been a torpedo under the bows of the ship, or it might have been an accident while handling ammunition.

"But they are not likely to have been handling ammunition at 10 o'clock at night," put in Senator Mason.

"Oh, they might have been," continued Senator Chandler. "If the explosion was from within it was no doubt an accident; if from without, then no doubt it was by design."

Senator Carter said it was a most serious and awful disaster. He expressed the opinion that no amount of investigation would clear up the mystery of how it occurred. The explosion would leave no trace of what took place before and the burning of the ship would obliterate all possibility of learning much of what took place."

Naval Officers' Views.

At this moment the naval officers can not agree upon any theory to account for the destruction of the Maine. Per-

Spanish government offense far exceeding that to the President of the United States. Against the injurious words to the President we protest. We deplore the imputation against the Spanish government and we resent it exceedingly. It is deplorable that a public functuary invested with a diplomatic character could write even in a private letter ideas which are so disgraceful as those from the pen of the late minister to Washington."

El Heraldo says: "The Spanish government has nothing to do with the letter. It did not inspire a single paragraph, and had no idea of its existence."

El Heraldo refers to the almost continuous claims that the United States keeps bringing against Spain, and says that this reflects the public opinion that the United States wishes by these constant claims to force a war upon Spain.

This view is taken on 'Change, where there is a general decline. Public feeling is much strained and irritated. The government has no easy time.

WILL CENSURE DE LOME

But Spain will Disavow Responsibility for His Private Letters.

New York, February 16.—A dispatch to the World from Madrid says: The Minister of Foreign Affairs will draw up immediately a note in reply to the one presented by General Woodford. The Spanish note will express surprise at the United States Government having expected any explanations concerning a private letter of its late representative, considering the fact that the government can not be held responsible for the unauthorized and unwarranted assertion of De Lome, implying a lack of sincerity in the Cuban home-rule proposition.

The Spanish note will be as strong in its censure of De Lome's remarks on the President as could be desired, and will fully recognize the sincerity and the friendly conduct in the past of McKinley toward Spain.

The Liberal papers express the opinion that the Cabinet could not honorably refuse the disclaimer desired by the United States, and believe De Lome will be called to account for his conduct while he held an official position. The other newspapers echo the general feeling of relief at the prospect that relations have not been further disturbed, as it is generally supposed the United States will accept the note.

The Official Gazette records the resignation, but signifies its displeasure that the censure of the government does not include the customary statement that the government is satisfied with the zeal and service of the resigning minister.

De Lome Sails.

New York, February 16.—Senor Dupuy de Lome, former Spanish minister to Washington, sailed on the steamship Britannic for Liverpool to-day. Complimentary resolutions were presented to him on board by a delegation of Spaniards. There was no hostile demonstration of any kind.

WOMAN SUFFRAGE DISCUSSIONS.

Papers Read Before the Convention at Washington.

Washington, D. C., February 16.—Mrs. Carrie Chapman Catt presided at the Woman Suffrage Association meeting yesterday. Papers were read and remarks submitted by the following: "An Ideal State Association," Mrs. Catt; "Juvenile Works," J. Mary Pierson, superintendent of juvenile work in New York; "Ideal Press Work," Jessie J. Cassidy, national press chairman; "Plate Work," a paper prepared by Elnora M. Babcock, the press superintendent in New York, and read by Jane Campbell, of Philadelphia; "How to Utilize the Press of Large Cities," Ida H. Harper; "Improvements Over Present Methods," Ida Porter Boyer, of Philadelphia.

A luncheon in honor of Susan B. Anthony's seventy-eighth birthday was given by Mrs. John R. McLean.

which live until grass grows will not die of the disease. It only becomes manifest, it seems, when the sheep are put on dry food.

The disease has many symptoms similar to that of anthrax, which is a species of rot, and which is said to be contagious. Professor Bitting thinks the new disease was brought to Indiana by Southern sheep, which were shipped in some months ago. However, it has manifested itself in flocks completely isolated from the Southern sheep; so, unless the deadly worm, supposed to have been brought in by these foreign animals, has wonderful migratory power, the explanation will have to be modified.

Joseph Abbott, of Mace, is one of the heaviest losers, and he states that his sheep have not only been home-bred for many years, but that no alien sheep has even been on his farm. He further says that he lost several animals from the disease last year.

Farmers' Experience.

William Stafford, who brought Prof. Bitting here, states that the disease appeared among his flock for the first time this season, and that no animal which has shown the least sickness has recovered. There is apparently no cure for the animal when once its illness is manifest.

The first symptom is drowsiness. Gradually he becomes so weak that he staggers dizzily about the field, and if once he falls will stay down unless assisted to his feet. Death does not usually result for several days after the first sign of sickness. Mr. Stafford reports further that this spring's lambs are much weaker than those of last season, showing that the ewes are all afflicted. Those farmers having rye fields are turning their sheep in them. The wool-growers are much disturbed by this new enemy of their industry.

FUSION IS QUITE PROBABLE.

Democratic Editors of the Ninth District Meet in Conference.

[Special to The Indianapolis News.]

Frankfort, Ind., February 16.—There was a meeting held in this city yesterday of the Democratic editors of the Ninth congressional district. The object of the meeting was to map out a line of work for the fall campaign, to discuss matters pertaining to the politics of the district, with a view to more active and effective work, and to be in closer touch in political and social matters. An organization was effected, with A. B. Crampton, Delphi, president, and Bayard Gray, of this city, secretary. There were present J. O. Beheymer, of the Tipton Times; Ben McKey, of the Lebanon Pioneer; A. B. Crampton, of the Delphi Citizen; S. M. Coffman, of the Crawfordsville Argus-News; Jere Keeney, of the Crawfordsville Star. It developed at the meeting that a fusion of the Democratic and Populist forces was probable in the counties of Fountain, Carroll, Boone and Montgomery.

EIGHTH DISTRICT POLITICS.

Five Candidates for Republican Congressional Nomination.

[Special to The Indianapolis News.]

Muncie, Ind., February 16.—There are now five candidates for the Republican congressional nomination in this, the Eighth, district, the last aspirant announcing himself being George Washington Cromer, mayor of this city. The other four are Horace Stillwell, of Anderson; A. O. Marsh, of Winchester; Dr. Sharp, of Bluffton, and Isaac P. Watts, of Alexandria. Mr. Stillwell, Judge Marsh and Dr. Sharp have been indorsed by their county central committees, and Mayor Cromer will be by Delaware county. The county committee of this county has adopted a rule that no congressional candidate outside of this county be allowed to submit his name to the primary election, which will occur March 1. No other candidate, it is believed, from this county will announce himself, and Mayor Cromer will probably secure the unanimous support of his home county.

Mr. Watts originally lived in Randolph

the date mentioned Daniel Baugher was the county recorder, and in making the original deed he had finished a line in an incomplete sentence. He died before finishing the work. S. C. Cox was subsequently appointed to fill his unexpired term, and this gentleman took up and completed the deed from the point at which it had been dropped by his predecessor.

MURDER REMAINS A MYSTERY.

The Killing of Beseti Strongly Condemned by the Miners.

[Special to The Indianapolis News.]

Brazil, Ind., February 16.—The authorities have failed to unravel the mystery surrounding the murder of John Beseti, the Italian miner, who was killed last Saturday evening in the Pratt mine, near Lodi. Ten minutes before finding the body he was seen at his work in the mine. It is surmised that while on his way out he was struck from behind, the murderer dragging the body to the mouth of the shaft and throwing it on the cage. It is a theory that the head was allowed to project under the supposition that it would be caught by the timbers of the cage and torn off, but instead, however, it was dragged from the cage and dropped back into the trap. The miners' organization condemn the crime in the bitterest language, and it is known that none of the union members were concerned in the affair.

LEWIS HARRELL DISAPPEARS.

Kissed His Wife and Children Good-Bye and Left Them.

[Special to The Indianapolis News.]

Liberty, Ind., February 16.—Experts from the central office of the United States Express Company are here, going over the books, accounts and vouchers of Lewis Harrell, late agent for the company here. Sunday morning Mr. Harrell kissed his wife and two children farewell, saying that he was going to Connersville, and would be back that evening. Since then nothing has been heard of him.

It is thought that he started for the Klondike. For some time he has been gathering all the information possible of the gold region. His wife, who has been in feeble health for some time, is in a critical condition from nervous prostration, brought on by the continued absence of her husband.

New Order, American Plowmen.

Logansport, Ind., February 16.—The Order of American Plowmen, a comparatively new organization, has established headquarters in this city. Both sexes are eligible to membership. The officers include: Past national president, T. H. Wilson, Logansport; national president, B. E. Hayes, Crawfordsville; national vice-president, John R. Stemm, Bloomington; national secretary, L. J. Burge, Logansport; national treasurer, George W. Seybold, Logansport; national chaplain, O'Neal Watson, Crawfordsville; national medical director, M. A. Jordan, Logansport; national captain, S. E. Keplinger, Logansport; national sentinel C. M. Custer, Logansport; national picket, H. J. McGinnis, Sandborn; national directors, M. A. Jordan, Logansport; George W. Seybold, Logansport; B. E. Hayes, Crawfordsville; John R. Stemm, Bloomington; T. H. Wilson, Logansport; O'Neal Watson, Crawfordsville; Cott Barnett, Logansport; C. E. Helvie, Indianapolis; W. C. Clark, Clark's Hill; M. B. Waugh, Crawfordsville; C. M. Custer, Logansport.

I. U. and Butler Debate.

[Special to The Indianapolis News.]

Bloomington, Ind., February 16.—The debating team of Indiana University is arranging details for the annual contest with Butler University, to be held here March 11. The subject is, "Resolved that amendments should be made to our State and national constitution securing

and last night was transferred to the care of the sheriff of Pueblo. It is alleged that Mrs. Kirkpatrick committed a forgery, and she admits that she worsted a chattel mortgage shark. The sheriff, however, reports that several forgeries are involved, altogether amounting to $5,000. She was mistress of a fashionable boarding-house at Pueblo, and is the mother of four children.

Franklin College Robbed.

[Special to The Indianapolis News.]

Franklin, Ind., February 16.—Secretary Carr, of Franklin College, returned home to-day from a trip to the eastern part of the State to find that the safe in the college building had been opened in his absence and all the money, about $50, abstracted. The furniture and papers in the office were strewn about in great confusion. This is not the first theft in the college, several of the professors having lost money recently.

A Successful Elopement.

[Special to The Indianapolis News.]

Lafayette, Ind., February 16.—On the 4th of January Clinton Noll secured a license to marry Mabel Inskeep, sixteen years old, but her parents prevented the wedding at that time. They live at Romney. Yesterday afternoon the two young people left there in a buggy and the police here were notified to arrest them. Instead of coming here, they drove to Shadeland, and were united in marriage by the Rev. Mr. Ross.

Helping Out a Policeman.

Muncie, Ind., February 16.—Patrolman George Benadum, some months ago, in trying to arrest Marion Collins, fired a shot into the air. The bullet struck a trolley wire and was deflected, wounding Collins in the arm. Collins sued for $10,000 damages and was awarded $100, the costs swelling the entire amount to $300. Last night Benadum's fellow-officers gave a benefit ball which netted $350, the proceeds to be used in paying the Collins judgment and costs.

Booming the Omaha Exposition.

Vincennes, Ind., February 16.—Sixty-five prominent business men of Omaha, Neb., headed by the Hon. W. H. Green, booming the transmississippi exposition, stopped here several hours yesterday, while en route for Louisville and Cincinnati. They were met by Mayor Greene and other citizens, and warmly welcomed. An address was delivered by the Rev. Dr. Wright Butler, orator of the Omaha delegation, largely devoted to the coming exposition.

Inspired by Jealousy.

Princeton, Ind., February 16.—Mr. and Mrs. John Curran, until recently, were residents of this city, removing from here to Belmont, Ill. Curran was unwarrantably jealous of his wife, and word was received last night that he had killed her in a fit of anger, after which he committed suicide. Curran was employed while here by the Louisville, Evansville & St. Louis railway.

Brookville Gets the Convention.

Rushville, Ind., February 16.—The Republican county chairmen held a meeting here yesterday afternoon, and it was ordered that the congressional nominating convention be held at Brookville on the 26th of April. The name of no candidate was mentioned save that of James E. Watson, and it was the sentiment that Watson would be nominated by acclamation.

Mound Girdley Sentenced.

Shoals, Ind., February 16.—Mound Girdley, nineteen years old, who caused the death of Joshua Swayze, a farmer, by striking him in the forehead with a stone because Swayze refused to let him ride, last evening entered a plea of guilty

The Brookville Town Council has passed a curfew law.

J. Birch is the Republican nominee for mayor at Greencastle.

E. L. Tomes, of Elwood, was terribly injured in a natural gas explosion.

John H. Lesh, a well-known hardwood lumber manufacturer of Goshen, died yesterday.

Mr. and Mrs. Michael Snyder, of Shelbyville, have celebrated their fifty-ninth wedding day.

Albert Brandt, a farmer near Dayton, while felling a tree, was caught and crushed to death.

The Commercial Club of Noblesville is raising a subscription of $10,000, to be used in locating factories.

The North Anderson Social Club has a bar-room as an adjunct and this led to prosecution under the Nicholson law and a fine of $20 and costs.

The plant of the Brazil Miner has been purchased by Clerk Mace, of Clay county, and the paper will be converted to free silver, with William Travis as editor.

Capt. W. F. Havens, has resigned as adjutant of the State Soldiers' Home at Lafayette, and Daniel B. Kehler, of Ft. Wayne, has been appointed to the vacancy. The board parts with Havens with regret.

Charles Howard, Robert Williams, Harry Thompson and Joseph Smith, the latter colored, have been arrested for robbing the Lebanon postoffice some nights ago. They are also said to be wanted in other towns.

The differences in the Krein chain-works at Marion have been settled by the management agreeing not to discriminate against union men, but to employ either non-union or union labor, as may be most satisfactory.

The operators in the block coal district have refused the request of the miners to check off the dues of miners, reduce the price of powder and make the day laborers do certain work in the mines now performed by the miners.

There is dissension among the striking miners at Washington, and the Gazette of that city charges that supplies sent to the strikers are distributed among a favored few, while others are neglected. President Knight has gone there to investigate.

Rowdy young men started trouble in the Independent-street Newlight church at Tipton, and the police authorities aided the church members in restoring order. During the melee Elias Tucker was struck by a brick, thrown by Albert Hunter, and alarmingly injured.

It is asserted that during the meeting of the State Lincoln League at Lafayette the administration of Governor Mount was not indorsed, and Lieutenant-Governor Haggard was purposely kept in the background by the managers of the meeting, who were largely supporters of Henly for Senator.

Henry J. Smith Disbarred.

[Special to The Indianapolis News.]

Washington, D. C., February 16.—Henry J. Smith, a pension attorney of Aurora, Ind., has been disbarred from practice before the Interior Department for alleged illegal practice in a pension case.

Use of Her Arm

Regained Since Hood's Sarsaparilla Cured the Rheumatism.

"My mother lost the use of her arm from rheumatism, but after taking a few bottles of Hood's Sarsaparilla she has regained its use. We always keep Hood's Sarsaparilla and Hood's Pills in the house."—Mrs. T. Duke, 913 South 13th St., Springfield, Ill.

Hood's Sarsaparilla

—best—in fact the One True Blood Purifier.

Hood's Pills cure sick headache. 25c.

Think of This

This Morning you can have the choice of broken lines of Saks-made Suits that have been selling for $20 for $11.75, and of those selling for $15 for **$8.75.**

Just because we are on the eve of Inventory is the only reason we slash into these sterling qualities in such a relentless fashion. Whoever takes advantage of either of these offerings will get the greatest value they have ever bought at the price.

Of course, winter is a long way from being over—but on these occasional mild days a Top Coat is comfortable. If you are going to buy one when spring comes, might as well get it now and have the use of it. We ALWAYS have our new line ready by February 1.

Saks & Company

The Big "Model Store"

"Saks' Corner."

BUILDING AND LOAN ASSOCIATIONS

BUILDING AND LOAN—If you have idle money and want better than 5 per cent. for it, call on HOVEY, 36 When Block.

BUILDING AND LOAN—The Aetna Association has money to loan on long or short time. HOWARD KIMBALL, secretary, 19 E. Market.

BUILDING AND LOAN—Money to loan; a large sum of home funds left in our care to be loaned in sums of $100 to $1,000 and upward, at lowest rates of interest; can furnish money same day you apply. Pay back when you please. We offer far better terms than building associations. A. METZGER AGENCY 5 Odd Fellows Block.

BUILDING AND LOAN—The receipts of the GERMAN AMERICAN BUILDING ASSOCIATION for the past six months were $137,-809.37, earnings $31,000; assets, $715,000. Prompt loans at reduced rates; no premiums; no membership fees; 6 per cent. paid on prepaid, and 7 per cent. on paid-up stock. G. W. BROWN, Secretary. ALBERT SAHM, Treasurer. Corner Delaware and Ohio.

PATENT ATTORNEYS.

PATENT ATTORNEYS—E. T. SILVIUS & CO. Patents obtained; caveats, trade-marks, copyrights registered; free pamphlets. Talbott Block, Indianapolis.

"WANT" ADS. IN THE NEWS Only One Cent a Word.

housework. 1903 N. Meridian st.

WANTED—German, female cook; no washing; wages $2.50. 149 N. Delaware, room 5.

WANTED—Bookkeeper willing to work cheap. EMPLOYMENT COMPANY, 160 N. Illinois.

WANTED—Competent hairdresser to leave the city. Address S. B. A., Third and Main sts., Lafayette, Ind.

WANTED—Competent housekeeper for widower and two children; state age and wages. Address W 15, care News.

WANTED—MALE HELP.

WANTED—Salesmen on cigars; $100 per month and expenses paid; experience unnecessary; yearly contract to hustling men. BAILEY BROS., Philadelphia, Pa.

WANTED—Salesmen. New and superior line for retail trade in every line; big demand; no competition; active men making $50 to $75 weekly; samples free. MERCHANTS' DEPARTMENT, 1023 Filbert st., Philadelphia.

WANTED—MISCELLANEOUS.

WANTED—Boarding in private family; by professional man, and son eight years old. Address H 14, care News.

WANTED—For trade, residence property, north for down-town property; will assume. Address M 14, care News.

WANTED—SITUATION.

SITUATION WANTED—German girl; wages $2.50; general work. 149 N. Delaware, room 5.

SITUATION WANTED—Nursing by experienced woman; best references. 20½ N. Delaware, room 11.

SITUATION WANTED—By good referenced young men; bookkeepers, collectors, clerks, or offices of all classes. EMPLOYMENT CO., 160 N. Illinois.

WANTED—AGENTS.

AGENTS WANTED—Reliable men to appoint and manage agents. New, popular and paying business. Experienced insurance or building and loan man preferred. Address at once, N 14, care News.

FOR SALE—REAL ESTATE.

REAL ESTATE—Store-room and cottage, New York, corner Missouri, [illegible]; residence, Alabama, near old Fourteenth, [illegible]; cottage, Stillwell, near Clifford, $1,250. Money to loan. LEW NICOLI, 23 Thorpe.

REAL ESTATE—It costs too much to advertise, therefore, I will do none of it to-day (?) However, if you are seeking a bargain, see me. I have thousands of properties to offer. Trades of all kinds for all classes of people. E. M. RALSTON, 137 W. Market.

BUSINESS CHANCE.

BUSINESS CHANCE—Factory property for sale; a bargain; Washington st., and I., D. & W., paying $800 per year; price $2,100. Inquire 205 E. Pennsylvania st.

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FOR TRADE—Residence property north, for down-town property; will assume. Address M 14, care News.

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