**The following is the account of the sinking of the USS MAINE carried in the New York Times, on February 15, 1898.**

The [Maine](http://www.spanamwar.com/maine.htm) Blown Up

Terrible Explosion on Board the United States Battleship in Havana Harbor

MANY PERSONS KILLED AND WOUNDED

All the Boats of the [Spanish Cruiser Alfonso](http://www.spanamwar.com/AlfonsoXii.htm)XII, Assisting in the Work of Relief

None of the Wounded Men Able to Give Any Explanation of the Cause of the Disaster

Havana, Feb. 15 -- At 9:45 o'clock this evening a terrible explosion took place on board the [United States battleship Maine](http://www.spanamwar.com/maine.htm) in Havana Harbor. Many persons were killed or wounded. All the boats of the [Spanish cruiser Alfonso XII](http://www.spanamwar.com/AlfonsoXii.htm). are assisting. 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 nearly 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.

WHAT SENOR DE LOME SAYS

He Declares That No Spaniard Would Be Guilty of Causing Such a Disaster

Senor de Lome, the departing ex-Minister of Spain to this country, who arrived in this city last night, and went to the Hotel St. Marc, at Fifth Avenue and Thirty-ninth Street, was awakened on the receipt of the news from Havana.

He refused to believe the report at first. When he had been assured of the truth of the story he said that there was no possibility that the Spaniards had anything to do with the destruction of the Maine.

No Spaniard, he said, would be guilty of such an act. If the report was true, he said, the explosion must have been caused by some accident on board the warship.

THE MAINE'S VISIT TO HAVANA
First American Warship to Visit Cuba Since the Struggle Began

The Maine was ordered to Havana on Jan. 24 last, and was the first American warship to visit that port since the outbreak of the Cuban rebellion. In explanation of the visit of the American battleship to Cuba Secretary Long issued the following statement:

"So far from there being any foundation for the rumors yesterday of trouble at Havana, matters are now in such condition that our vessels are going to resume their friendly calls at Cuban ports and go in and out just as the vessels of other nations do. The Maine will go in a day or two on just such a visit. The department has issued orders for vessels to attend the public celebrations in Mobile and the Mardi Gras at New Orleans."

The commander of the Maine, Capt. 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 justified the department's judgment in the selection by running his ship straight into a dock in New York harbor to avoid sinking 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.

SENOR DE LOME ARRIVES

He Reaches the City with His Family From Washington En Route for Spain

Senor Dupuy de Lome, the ex-Minister from Spain to the United States, arrived in New York last night en route for his home. He reached Jersey City by the Congressional Limited over the Pennsylvania Railroad tracks at 8:55 P. M. His wife and their two sons and a valet completed the party.

They were met at the station by J. V. Jordan, proprietor of the Hotel St. Marc at Thirty-ninth Street and Fifth Avenue, and an old friend of Senor de Lome. The arrival attracted little or no attention. Half a dozen newspaper reporters were the only persons present except Mr. Jordan and the train hands at the station. As he alighted from the Pullman car, Senor de Lome was accosted by the reporters. He raised his hat in reply to their salutation, and replied to all inquiries that he had nothing to say. Then he hurried across the platform after Senora de Lome and her boys to the elevator, which took him to the street level.

There Mr. Jordan's private carriage, with two dark-brown horses, was awaiting them. Senor de Lome, with his elder son, occupied the front set, the valet sat on the box with the coachman, and Mr. Jordan remained afoot. The carriage boarded a Desbrosses Street ferryboat, and then learning that time would be saved by going by the Twenty-third Street line, the carriage turned and drove aboard the New Brunswick, which was lying in the slip. The New Brunswick is the ferryboat that was placed at the disposal of [President McKinley](http://www.spanamwar.com/McKinley.htm) when he visited the city to attend the banquet of the National Manufacturers' Association.

At the New York ferry house two detectives from the Central Office, Campbell and Barrett, were on hand in case of necessity. There was no necessity. No one else was in waiting, Spaniard or Cuban. As the carriage dashed out of the ferry house the detectives jumped into a cab and drove after it. Three cabs full of reporters followed the detectives. They drove down Twenty-fourth Street to Fifth Avenue to Thirty-ninth Street, where the ex-Minister and his party alighted at the private door of the Hotel St. Marc.

They did not register, but went immediately to the rooms on the second floor which had been prepared for them, and ten minutes later Senora de Lome, in reply to a note, sent down word that Senor de Lome was very tired and had gone to bed. Mr. Jordan said he did not know what Senor de Lome's immediate plans were, but his valet had told him that the party intended sailing for Europe by some steamer that started at 10 o'clock in the morning. The valet could not or would not remember the name of the steamer.

Thirty large trunks which the party brought with them from Washington were checked to the White Star pier, where the Britannic is moored, ready to sail at noon to-day.

<http://nytimes.com/learning/general/onthisday/990215onthisday_big.html>