

VIEWS OF SPAIN

Explosion Was of Internal Origin.

DIFFERS MUCH FROM OURS

A Full Synopsis of the Report of the Spanish Naval Commission—Complete Text of the American Court of Inquiry Into the Maine Disaster.

Washington, March 30.—A full synopsis of the report of the Spanish naval commission which investigated the destruction of the battle-ship Maine is here given. It is taken from a copy of the original report, which is now on its way here from Havana, the synopsis being cabled and today being in the hands of this government.

The conclusions are directly opposite to those in the report of the court of inquiry submitted to congress today. The synopsis is as follows:

The report contains declarations made by ocular witnesses and experts. From these statements it deduces and proves the absence of all those attendant circumstances which are invariably presented on the occasion of the explosion of a torpedo.

The evidence of witnesses comparatively close to the Maine at the moment is to the effect that only one explosion occurred; that no column of water was thrown into the air; that no shock to the side of the nearest vessel was felt, nor on land was any vibration noticed, and that no dead fish were found.

The evidence of the senior pilot of the harbor stated that there is abundance of fish in the harbor, and this is corroborated by other witnesses. The assistant engineer of the works states that after explosions were made during the execution of works in the harbor, he has always found dead fish. The divers were unable to examine the bottom of the Maine, which was buried in the mud, but a careful examination of the sides of the vessel, the rents and breaks, which all point outward, shows without a doubt that the explosion was from the inside.

A minute examination of the bottom of the harbor around the vessel shows absolutely no sign of the action of a torpedo, and the judge-advocate of the commission can find no precedent for the explosion of the storage magazine of the vessel by a torpedo.

The report makes clear that owing to the special nature of the proceedings following, the commission has been prevented from making such an examination of the inside of the vessel as would determine even the hypothesis of the internal origin of the accident. This is to be attributed to the regrettable refusal to permit a necessary connection of the Spanish commission with the commander and crew of the Maine, and the different American officers commissioned to investigate the cause of the accident, and later with those employed on salvage work.

The report finishes by stating that an examination of the inside and outside of the Maine, as soon as such examination may be possible, as also of the bottom where the vessel rests, supposing that the Maine's wreck be not totally altered in the process of extrication, will warrant the belief that the explosion was undoubtedly due to some interior cause.

AMERICAN REPORT IN DETAIL.

Full Text of the Findings of the Maine Court of Inquiry.

U. S. S. Iowa, first rate.

Key West, Fla., Monday, March 21, 1898.—After a full and mature consideration of all the testimony before it, the court finds as follows:

First.—That the United States battle-ship Maine arrived in the harbor of Havana, Cuba, on the 21st day of January, 1898, and was taken to buoy No. 4, in 54° to 9 fathoms of water, by the regular government pilot. The United States consul then at Havana had notified the authorities at that place the previous evening of the intended arrival of the Maine.

Second.—The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out. All ammunition was stowed away in accordance with instructions, and proper care was taken whenever ammunition was handled. Nothing was stored in any one of the magazines or shellrooms which was not permitted to be stowed there. The magazines and shellrooms were always locked after having been opened; and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 P. M. The temperature of the magazines and shellrooms were taken daily and reported. The only magazine which had an undue amount of heat was the after 10-inch magazine, and that did not explode at the time the Maine was destroyed. The torpedo warheads were all stowed in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine. The dry gun-cotton primers, and detonators, were stowed in the cabin aft.

W. T. SAMPSON.

and remote from the scene of the explosion.

The waste was carefully looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer. Varnishes, driers, alcohol and other combustibles of this nature, were stowed on or above the main deck, and could not have had anything to do with the destruction of the Maine. The medical stores were stowed aft, under the wardroom, and remote from the scene of the explosion. No dangerous stores of any kind were stowed below in any of the other storerooms, or in the coalbunkers. Of those bunkers adjoining the forward magazine and shellrooms, four were empty; namely, B3, B4, B5, A16. A16 had been in use at that date, and A16 was full of new river coal. This coal had been carefully inspected before receiving it on board. The bunker in which it was stowed was accessible on three sides at all times, and the fourth side at this time, on account of bunkers B4 and B5 being empty. This bunker, A16, had been inspected that day by the engineer officer on duty. The fire alarms in the bunkers were in working order, and there had never been a case of spontaneous combustion of coal on board the Maine. The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, with a comparatively low pressure of steam and being tended by a reliable watch. These boilers could not have caused the explosion of the ship. The forward boilers of the ship have since been found by the divers, and are in fair condition. On the night of the destruction of the Maine, everything had been reported secure for the night at 8 P. M. by reliable persons, through proper authorities to the commanding officer. At the time the Maine was destroyed the ship was quiet, and therefore the least liable to accident caused by movements from those on board.

Third.—The destruction of the Maine occurred at 9:40 P. M. on the 15th day of February, 1898, in the harbor of Havana, Cuba, being at the time moored to the very same buoy to which she had been taken upon her arrival. There were two explosions, of a distinctly different character, a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nature of a report, like that of a gun, while the second explosion was more open, prolonged, and of a greater volume. The second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Condition of the Wreck.

Fourth.—The evidence bearing on this being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the destruction of the forward part. The following facts in regard to the forward part of the ship are, however, established by the testimony:

That portion of the short side of the protected deck which extends from about frame 30 to about frame 41, was blown up aft and over to port. The main deck from about frame 30 to about frame 41 was blown up aft and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the floor part. This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Fifth.—At frame 15 the outer shell of the ship from a point 11½ feet from the middle line of the ship, and six feet above the keel, when in its normal position, has been forced up, so as to be about four feet above the surface of the water, therefore about 34 feet above where it would have been if the ship had sunk uninjured. The outside bottom plating is bent into a reversed V-shape, the after wing of which, about 15 feet broad and 32 feet in length (from frame 17 to frame 25), is doubled back upon itself, against the continuation of the same plating extending forward.

At frame 80 the vertical keel is broken in two, and the flat keel bent into an angle similar to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water, and about 10 feet above its normal position. In the opinion of the court, this effect could have been produced only by the explosion of a mine, situated under the bottom of the ship, at about frame 18, and somewhat on the port side of the ship.

Sixth.—The court finds that the loss of the Maine on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

Seventh.—In the opinion of the court, the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

Eighth.—The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any person or persons.

W. T. SAMPSON.

Captain, U. S. N. President.

A. H. MARIX.

U. S. N. Commander, Judge-Advocate.

The court having finished the inquiry it was ordered to make, adjourned at 11 A. M. to await the action of the convening authority.

W. T. SAMPSON.

Captain, U. S. N. President.

A. H. MARIX.

U. S. N. Lieutenant-Commander, U. S. N. Judge-Advocate.

U. S. N. Flagship New York, March 22, 1898. Off Key West, Fla.

The proceedings and findings of the court of inquiry in the above case are approved.

M. SICARD, Rear-Admiral, Commander-in-Chief, U. S. Naval Force of the North Atlantic.

A Famous Inventor.

Salem, Mass., March 30.—Abner Cheney Goodall, died here, aged 83 years. He perfected the first printing press that printed on both sides in one operation. He also invented the cracker machine and perfected the preparation of copper and steel plates for use by engravers.

Great preparations are being made for the stockgrowers' convention to be held in Denver next January.

Russia in Full Possession.

Peking, March 30.—The Chinese garrisons were withdrawn today from Port Arthur and Taliens-Wan. The Russian standard and Russian flag were hoisted at both places.

Resistance Urged.

Yokohama, March 30.—The unoffical section of the press is actively urging the government to resist Russia's action in China, but the official press is silent. The diet will meet May 2.

Spanish Officers on Board.

There were only two or three of the Spanish military officers came on board, but, according to the captain, they were constrained, and not desirous of accepting much courtesy. The visit was during the absence of the captain. He said he made every effort to have Spanish officers to visit the ship to show his good-will.

Political Parties Combine.

Populists, Silver Republicans and Democrats of Oregon Join Issues.

Three state conventions met in Portland last week, the Populist, silver Republican and Democratic. A union of forces or fusion is the result. All parties united on the platform adopted by the Populists at Friday's session, and agreed to a division of the offices by a conference committee. The platform as adopted reads:

United in a common cause for the sacred purposes of preserving the principles of government by the wise and just men who have labored and sacrificed for the welfare, under that government, of all classes, we, the people's democratic and silver-republican parties of the state of Oregon, waiving all minor points of difference, and uniting for the purpose of carrying out the great underlying principles upon which we are all agreed, do make and present to the people of this state the following declaration of principles, and to the carrying out of which we solemnly pledge each and every member of our party.

Resolved—We demand the free and unrestricted coinage of silver and gold at the present legal ratio of 16 to 1, without waiting for the consent of foreign nations; and we are unalterably opposed to the policy of the present republican administration in demanding the retirement of greenbacks, and the turning over of the money-making power of the government to the national banks, as presented by the bill drawn by the republican leaders of Michigan, and we especially denounce the avowed attempt by said bill to fasten the country irreversibly and forever to the single gold standard.

Resolved—We demand a national money, safe and sound, issued by the general government only, without the intervention of banks of issue, to be a full legal tender for all debts, public and private; also a just, equitable and efficient means of distribution direct to the people through the law and disbursements of the government.

We favor such legislation as will prevent for the future the demonetization of any kind of legal-tender money by private contract.

We demand that the government, in payment of its obligations, shall use its option as to the value of the legal-tender money in which they are to be paid, and we denounce the present and preceding administrations for surrendering this option to the holders of government obligations.

We demand that there shall be no further use of United States interest-bearing bonds.

We demand that postal savings banks be established by the government for the safe deposit of the savings of the people and to facilitate exchange.

We demand the election of United States senators by popular vote.

We demand the initiative and referendum system of law-making in its optional form, local, state and national, and the submission by congress of all important national questions for an advisory vote of the people, until such time as the national constitution shall have been amended so as to provide for direct legislation.

We condemn as dangerous and unjust the surrender, to all departments of the government, to the influence of trusts, corporations and associations, whether general or local, and the practice of the highest course of law with corporation lawyers, too ready to do the will of their late employers, and to set aside valid and wholesome laws passed by the legislative departments of the states and government, upon timely protest, at the behests of such institutions.

We are opposed to government by injunction.

In state matters, we demand a simple and well-guarded registration law.

A more equitable mode of appointing judges of inferior courts.

Stringent laws to regulate the operation of gas, electric, gas, wheel and all sailing craft in the waters within the jurisdiction of the state.

We denounce and condemn the corrupt and extravagant republican legislative assemblies, and charge that the republican party, in its eagerness for the spoils of office, has become divided into warring factions, so that it is incapable of government as exemplified by the condition existing in the old-line state trustee system, there being at this time more than \$500,000 therein wrung from the people by the process of taxation, while state warrants are stamped "Not paid for want of funds."

We demand that all district and county officers be placed upon salaries commensurate with the duties to be performed by them.

Inasmuch as railroad and other corporate property is not bearing its proportion of taxation, we demand that such property shall bear its just and equal share of the expenses of government.

State Nominations.

For governor—W. E. King, populist, of Baker.

For congressman—First district, R. M. Vestal, democrat; Linn; Second district, C. M. Donaldson, silver republican, of Baker.

For secretary of state—H. R. Kincaid, silver republican, of Lane.

For supreme judge—W. A. Ramsay, democrat, of Yamhill.

For attorney-general—J. L. Story, populist, of Wasco.

For state printer—Charles A. Fitch, populist, of Clackamas.

For superintendent of public instruction—H. S. Lyman, populist, of Clatsop.

District Nominations.

First district—Judge, E. C. Wade, silver republican; prosecuting attorney, A. N. Stiles, populist; member of board of equalization, C. A. Warden, populist.

Second district—Judge, J. W. Hamilton, democrat; prosecuting attorney, H. Denlinger, Jr., populist.

Third district—Judges, R. P. Boise, populist and P. H. D'Arcy, democrat; prosecuting attorney, S. L. Hayden, democrat; member of board of equalization, John F. Robertson, populist.

Fourth district—Judges, J. V. Beach, democrat; department 1: Thomas O'Day, democrat; department 2: Dell Stuart, silver republican; prosecuting attorney, no nomination.

Fifth district—Judge, W. D. Hare, populist; district attorney, no nomination.

Sixth district—District attorney, J. T. Hinkle, populist.

Seventh district—Judge, W. L. Bradford, democrat; prosecuting attorney, A. Van Vector, populist.

Eighth district—No nominations.

Ninth district—Judge, M. D. Clifford, democrat; district attorney, E. Hicks, democrat; member of board of equalization, J. R. Gregg, populist.

St. Paul Bank Wrecked.

St. Paul, March 28.—The Bank of Merrimac Park, this city, failed to open today, on account of a time-check fraud. The bank's capital is \$50,000, of which \$30,000 is reported to have been invested in Southall government time checks.

Robbers Make a Rich Haul.

Traver, Cal., March 28.—Northbound passenger train No. 18 was held up at Cross creek bridge, four miles south of Traver last night, about 10:55, by two train robbers. The men boarded the train at Goshen, and soon after pulling out climbed into the engine and compelled the fireman to cease firing.

Ginger is a tropical production of Mexico, where it grows wild. It has been cultivated from an early period to tropical Asia.

The oldest city in the world is Nipper, the "Older Bell" of Babylon; the foundations were laid 7,000 years B. C. and the ruins have lately been unearthed.

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