CORVALLIS, BENTON COUNTY, OREGON, FRIDAY, APRIL 1, 1898.

FINDING OF THE BOARD

Ship Was Blown Up By a Floating Mine.

RESPONSIBILITY IS NOT FIXED

Spain Notified of the Findings of the Naval Court-Madrid Refuses to Recall the Torpedo Flotilla and Is Actively Fortifying Perto Rico.

Washington, March 28.-The court of inquiry appointed to investigate the cause of the Maine disaster has reported that the loss of the battle-ship was due to an outside explosion. The state department, by direction of the president, has cabled Minister Woodford, at Madrid, to notify the Spanish government of the conclusion.

The president and his cabinet advisers held two extended sessions today. one at 10:30 A. M. and another at 3:30 P. M., at which the report was considered in detail. Members of the cabinet stated after the meetings that the discussion was of a grave character, and that never since the wrecking of the Maine has the situation seemed so

The Spanish government has cabled officially to Washington that the Spanish naval commission holds the disaster to the Maine to be of internal origin.

The government of Spain, it can be ceeding from the Canaries, and would be disinclined to consider a suggestion from this government tending to interfere with the disposition by Spain of her own naval forces.

War preparations on an unprecedented scale are being hurried to completion by the war and navy departments, and the country practically is on a war footing.

The foregoing gives the record of one of the most eventful days the national capital has seen since the close of the civil war. It was a day of profoundly important action and of the deepest anxiety, coupled with naval and military activity, one step following another in rapid succession.

Representative men of the administration, public men in all branches of official and congressional life, no less the tension to which the situation has been wrought. There was no effort among the highest officials nor, indeed, was it possible from what was clearly apparent in the development of the day, to minimize the situation

Verdict of the Court of Inquiry. Viewed in detail, the finding of the court of inquiry was the most vital factor. Commander Marix, judge advocate of the court of inquiry, delivered the report to Secretary Long early this morning, and shortly afterward it was carried to the White House and placed in the hands of the president.

At 10:30 the cabinet assembled, half an hour earlier than usual, and began the consideration of the momentous document. Even the rigid rules of secrecy which prevail at cabinet meetings were made doubly strict in this case, and no intimation of the results reached by the court was known until 2 o'clock, when a press bulletin gave the information to the country, as well as to the eagerly waiting officials throughout Washington. These results, briefly stated, are that the loss of the Maine was due to an explosion from the outside, the court being unable to fix the responsibility for the

The court does not express an opinion as to the character of the explosion. but the testimony goes to show that it was a powerful submarine mine, the exact character of which was not determined, though the belief was expressed that it was a floating submarine mine. There were two exposions, the court finds. The first was from the outside,

and that set off one of the smaller magazines.

It was this, expressed in detail, and with the precision of a court deeply conscious of its responsibility, together with the evidence upon which it was based, that occupied the attention of the cabinet throughout its extended sessions of the morning and afternoon. All other subjects have given way to this foremost question. There was no change in the plan of making the report public and transmitting it to congress, accompanied by a brief message from the president.

The afternoon cabinet session lasted until nearly 5:30. The entire situation was discussed at length, but no definite point was reached. The situation is regarded as decidedly critical, and it is feared there will be great difficulty in avoiding trouble.

While interest was thus centered at the White House, the navy and war departments were hurrying forward their work of preparation.

The Spanish Flotilla.

The advance of the Spanish torpedo flotilla continued to receive the closest attention of naval officials, and while, so far as could be ascertained, no definite line of action was determined upon, the need of intercepting this fleet was urged by the highest naval author-

From the standpoint of the Spanish government, this movement was not a menace, having been decided upon many weeks ago. On the contrary, the Spanish government holds that the extensive armament of Dry Tortugas is a more direct hostile act against Spain than any movement of the flotilla. Instead of stopping the flotilla, the present attitude of Spain tends toward reinforcing it with other Spanish war vessels, not as a menace, but from what the Spanish government feels is a requirement called for by the existing condition of affairs.

Naval experts are of the opinion that it will take the flotilla about 10 days to likely that it will actually require sev- once. eral days longer.

to Recommendation Is Made Regarding

Washington, March 29 .- The presi-

"To the congress of the United States-For some time prior to the visit of the Maine to Havana harbor our consular representatives pointed out the advantages to follow the visits of naval ships to Cuban waters in accustoming people to the presence of our flag as a symbol of good will and of our ships in fulfillment of the mission of protection to American interests, even though no immediate need therefor might exist. Accordingly, on the 25th of January last, after a conference with pletely demolished. the Spanish minister, in which a renewal of the visits of our vessels to Spanish water was discussed and acthe purpose of this government to resume friendly naval visits at Cuban ports, and that with that end in view the Maine would forthwith call at the

'This announcement was received

Meanwhile the Maine entered the

"The Maine continued in the harbor above its normal position. of Havana during the three weeks folinterrupted friendly intercourse. So side of the ship. noticeable was this immediate effect of her visit that the consul-general strongly urged that the presence of our ships any respect due to the fault of or neglistated positively, is not disposed to in Cuban waters should be kept up by gence on the part of any officer or turn back the torpedo fleet now pro- retaining the Maine at Havana, or in member of her crew. the event of her recall, by sending another vessel there to take her place.

> evening of the 15th of February, the two or more of her forward magazines, the ship was utterly wrecked. In this destruction of the Maine upon any percatastrophe, two officers and 260 mem- son or persons.' bers of her crew perished, those who phonso XII and the Ward line steamer two governments. City of Washington, which lay not far distant. The wounded were generously vise congress of the result and in the cared for by the authorities of Ha- meantime deliberate consideration is pitals being freely opened to them, while the earliest recovered of the bodies were interred by the municipality in the public cemetery in the city. Tributes of grief and sympathy

were offered from all official quarters "The appalling calamity fell upor the people of our country with crushing force, and for a brief time intense excitement prevailed, which, in a community less just and selfishly controlled, must have led to hatsy acts of blind resentment. This sprit, however, soon gave way to the calmer process of reason and to a resolve to investigate the facts and await material proof before forming judgment as to the responsibility, and if the facts warranted the remedy due. This course necessarily recommended itself from the outset to the executive, for only in the light of a dispassionately ascertained certainty could it deter mine the nature and measure its full

duty in the matter. "The usual procedure was followed national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duties imposed npon them, and, accompanied

Spanish authorities. were reached after 23 days' continuous suffered excrutiating pain. labor, on the 21st of March, and hav ing been approved on the 22d, by the brought no help, for the storm still commander-in-chief of the naval force raged and the atmosphere was thick of the North Atlantic station, were with snow driven by the gale. Snow transmitted to the executive. It is continued nearly all day, and the with the voluminous testimony taken high wind. Another night was passed

she was conducted by a regular govern- witnessed at least two deaths. was moored in from 51/2 to 6 fathoms and clear weather enabled the survivors prevailed and that no indication of any lifeless bodies of the living.

responding to an alarm found the lieved robbery was the motive. police have a number of arrests.

ostensibly to bring away material saved | popular in the past. from the Maine, but in reality to be on hand in case of an outbreak in Havana so that Americans could take refuge on the vessel, says the Key West correspondent of the Herald.

tsin and Pekin has increased so much The men will furnish their own mounts make the journey, but it is exceedingly that a double track must be laid at and equipments. The offer will be

THE PRESIDENT'S MESSAGE. | cause for internal explosion existed in any quarter.

"At 8 o'clock in the evening, on February 15, everything had been reported secure and all was quiet. At dent today sent the following message 40 minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions with brief intervals between them. The first lifted the forward part of the ship very perceptibly, the second, which was more prolonged, is attributed by the court to the partial explosion of two or more of

"The evidence of the divers establishes that the after part of the ship was practically intact, and sank in that condition a very few minutes after the explosion. The forward part was com-

"Upon the evidence of concurrent exteral cause, the finding of the court is as follows:

spanish water was discussed at the ship, from a point 111/2 feet from cepted, the peninsular authorities at the ship, from a point 111/2 feet from the middle line of the ship and six feet above the keel when in normal position, had been forced to about four feet above the surface of the water, therefore, about 34 feet above where it would have been had she sunk uninjured. The outside bottom plating is by the Spanish government with ap- bent into a reversed "V" shape, the preciation of the friendly character of after wing of which, about 15 feet the visit of the Maine and with notifi- broad and 32 feet long (from frame 17 cation of an intention to return the to frame 25), is doubled back upon itcourtesy by sending Spanish ships to self against a continuation of the same the principal ports of the United States. plating extending forward.

" 'At frame 18, the vertical keel is port of Havana on the 25th of January, broken in two and bent into a singular her arrival being marked with no special incident besides the exchange of This break is about six feet below the customary salutes and ceremonial visits. surface of the water and about 30 feet

"'In the opinion of the court this lowing her arrival. No appreciable effect could have been produced only excitement attended her stay. On the by the explosion of a mine situated uncontrary, a feeling of relief and confi- der the bottom of the ship at about dence followed the resumption of long- frame 18, and somewhat on the port

"The conclusions of the court are: " 'The loss of the Maine was not in

" 'That the ship was destroyed by the explosion of a submarine mine, "At 40 minutes past 9 o'clock in the which caused a partial explosion of Maine was destroyed by an explosion, and that no evidence has been obtainby which the entire forward part of able fixing the responsibility for the

"I have directed that the finding of were not killed outright by her explo- the court of inquiry and the views of sion being penned between decks by this government theron be communicatthe tangle of wreckage and drowned by ed to the government of her majesty, the immediate sinking of the hull, the queen regent of Spain, and I do Prompt assistance was rendered by not permit myself to doubt that the neighboring vessels anchored in the sense of justice of the Spanihs nation harbor, aid being especially given by will dictate a course of action suggested the boats of the Spanish cruiser Al- by honor and friendly relations of the

"It is the duty of the executive to adinvoked. WILLIAM M'KINLEY. Executive Mansion, March 28, 1898.

PERISHED ON AN ICE FLOE.

a Newfoundland Sealing Steamer. St. John's, N. F., March 30 .- The steamer Greenland has reached this harbor with a grewsome cargo.'. Twentyfour corpses were on deck and 55 men were moaning in terrible suffering in the hold in the pain of frostbitten limbs and bodies. The dead bodies were on the decks disfigured and almost unrecognizable. The effects of the terrible suffering which they had endured presented one of the most horrible sight human eves ever beheld. The frostbitten men number 55. All

will recover. ohn's about the first of March on her fateful voyage. She was commanded by Captain George Barbour, and carried a crew of nearly 300 sealhunters. The steamer proceeded northward with the rest of the sealing fleet, but after as in cases of casualty or disaster to a couple of hours she diverged on a separate tack, and reached the hunting grounds not long after. All went well until. Tuesday last. Seals were quickly encountered, and several good packs

were secured. On Tuesday morning the hunters by a strong force of wreckers and div- left the ship about 7 o'clock, as usual, ers, the court proceeded to make a when the lookout reported ice plentiful thorough investigation on the spot, around them. The men were clad in employing every available means for an light clothing, for the slaughtering of impartial and exact determination as seals in exhausting work. Scattered to the cause of the explosion. Its oper- over the ice field, they wandered far at Havans had notified the authorities gence on the part of any of the officers ations have been conducted with the from the protection of the ship, and a utmost deliberation and judgment, gale and snowstorm shut them out from the intended arrival of the Maine. and while independently pursued, no view. The ice floe parted and they and the fullest opportunity was allowed ere the storm subsided many of the unfor simultaneous investigation by the fortunate fellows had succumbed to the "The findings of the court of inquiry did not die were terribly frosbitten and

The long night passed, but morning herewith laid before congress, together evening brought no cessation to the before the court, which is in brief as in untold agony. Some of the victims had already given up hope, and in de-"When the Maine arrived at Havana spair laid down and died. Every hour

ment pilot to buoy No. 4, to which she | Toward morning the storm subsided of water. The state of discipline on to see that the Greenland was not far board and the condition of her maga- away, searching for the missing. The zines, boilers, coal bunkers and storage steamer bore down on the drifting field compartments are passed in review, of ice, and began the work of picking with the conclusion that excellent order up the stark bodies of the dead and the

Summer Garden on Wheels.

Dayton, O., boasts of a "trolley bodies of Mr. and Mrs. Briley, white, party" car worthy of the name, one and Robert Wilkinson, colored, in a which is not simply an ordinary car store at 75 Humphrey street, which decorated with a multiplicity of inwas being rapidly destroyed by fire, candescent lamps. This car is provid-The bodies were taken out witout being ed with charis, instead of seats, and marred by the flames. All were hor- several tables, all of which are portable ribly mutilated, the instruments of and may be placed in any position that death, a hatchet and meat knife, being is most convenient and comfortable. found on the floor. Briley was the Another feature of the car is a refrigerproprietor of the store, and it is be- ator, where refreshments may be stored The and served on the car if desired. Awnings are also provided to shield the passengers from view or from the sun if New York, March 30 .- It is now the trip is made in daytime. The said that the Mangrove, which sailed summer garden on wheels rents for \$10 for Havana on Friday, went there an evening and has proved extremly

Cowboys Want to Fight. Cheyenne, Wyo., March 28 .- Governor Richards has an offer from George Shanlon, a well-known Laramie cowboy, to raise within 10 days' notice a company of 50 rough-riders and exper-Traffic on the railroad between Tien- shots for service in the event of war. accepted if war should come.

Barely Admits Was an Explosion.

DIFFERS MUCH FROM OURS of those bunkers adjoining the forward

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 Hayana, the synopsis being cabled and today being in the the disaster, but for auxiliary purposes 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 states that there is abund- terval between them, and the forward ance of fish in the harbor, and this is corrobovated 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 the explosion of the storage magazine of the vessel by a torpedo.

the sepcial 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 | zines of the Maine. 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 udoubtedly due to some interior cause.

AMERICAN REPORT IN DETAIL Full Text of the Findings of the Court of Inquiry.

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 51/2 to 6 fathoms of water, by the regular government pilot. The United States consul then at that place the previous evening of

Second-The state of discipline on board source of information was neglected drifted away from the steamer. Long the Maine was excellent, and all orders and regulations in regard to the care and the partial explosion of two or more of safety of the ship were strictly carried her forward magazines. terrible cold and exposure. Those who 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 al ways 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 have A. M., to await the action of the con ing been reported secure that evening at vening authority. 8 P. M. The température of the magazines and shellrooms were taken dally 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 Rear-Admiral, Commander-in-Chief, U. S. detonators, were stowed in the cabin aft;

A Famous Inventor. Salem, Mass., March 30 .- Abner Cheney Goodall, died here, aged 83 years. He perfected the first printing Arthur and Talien-Wan. The Russian press that printed on both sides in one operation. He also invented the at both places. cracker machine and perfected the preparation of copper and steel plates or use by engravers.

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

San Francisco, March 30.-Dr. A. M. Gardiner, of the Napa insane asylum, will go East this week to secure in various localities in the United States affidavits of a number of people as to Folsom under sentence of death.

The governor of Connecticut does not have the power to pardon or to commute risons were with Irawn today from Port punishment of criminals, the state Arthur and Talien-Wan. The Russian board of pardons of five members hav-ing sole jurisdiction in such cases. standard and Russian flag were hoisted

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, dryers, alcohol and other com-bustibles 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 the institute at Havana knew of the Maine's thorities at Havana knew of the Maine the M 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, magazine and shellrooms, four were empty; namely, B3, B4, B5, B6. A15 had en in use that date, and Al6 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 R4 and R6 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 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

> 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 inpart of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nafure 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.

of the Maine, everything had been re-

ported secure for the night at 8 P. M.

by reliable persons, through proper au-

thorities to the commanding officer. At

the time the Maine was destroyed the

Condition of the Wreck. Fourth-The evidence bearing on this being principally obtained from divers, did not enable the court to form a defithe wreck, although it was established that the after part of the ship was practorpedo, and the judge-advocate of the tically intact, and sank in that condition amission can find no precedent for a very few minutes after the destruction of the forward part. The following facts in regard to the forward part of the ship The report makes clear that owing to are, however, established by the testi-

> 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 this direction," said the captain, replying was blown up aft and slightly over to a question of Judge-Advocate Marix. 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 maga-

> Fifth-At frame 15 the outer shell of the ship from a point 111/2 feet from the mid- outwardly cordial. The members of the dle 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 24 feet above where it would be had the ship 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 wards, and, as he states, was pleasantly 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 neglior 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

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, J. S. N., Commander, Judge-Advocate. The court having finished the inquiry it was ordered to make, adjourned at 11

A. H. MARIX, U. S. N., Lleutenant-Commander, U. S. N., Judge-Advocate. U. S. 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. Naval Force of the North Atlantic. Peking, March 30 .- The Chinese garrisons were withdrawn today from Port

W. T. SAMPSON,

Captain, U. S. N., President.

Resistance Urged. Yokohama, March 30 .- The unofficial 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.

standard and Russian flag were hoisted

Fannie Davenport Dying. Chicago, March 30 .- Miss Fanny Davenport, the actress, passed a comparatively comfortable night. Later in the day, it was acknowledged by those in attendance upon the celebrated actress that the patient was at death's Worden, the trainwrecker, now at door, and slender hopes of her recovery

Pekin, March 83. - The Chinese gar-

CAPTAIN SIGSBEE'S STORY.

His Detailed Testimony Before th Board Regarding the Disaster. WASHINGTON, March 30.-Captain Sigsbee, in testifying before the court of inquiry, said that he assumed command of the Maine April 10, 1897, and that his formed the authorit'es according to offipilot, sent by the captain of the port of Havana, the ship was berthed in the man of-war anchorage, off the Machina, or the Shears, and according to his understanding, it was one of the regular buoys of the place. He then stated that he been in Havana in 1872, and again in He could not state whether the Maine was placed in the usual berth for men-ofsince the explosion, using Captains Ste vens, temporarily in command of the Ward Line steamer City of Washington, as authority for the statement, that he had never known, in all his experience or six years, a man-of-war to be anchored at that buoy, that he had rarely known merchant vessels to be anchored there, and that it was the least used buoy in

The Maine's Surroundings In describing the surroundings when first moored to the buoy, Captain Sigsbee stated that the Spanish man-of-war Alfonso XIII was anchored in the post of the post vards to the northward and westward from the Maine. The German ship Grie-senau was anchored at the berth now occupied by the Spanish man-of-war Le from the Maine. He then located the condition. On the night of the destruction | German man-of-war Charlote, which came was anchored to the southward of the Maine's berth about 400 or 500 yards. In describing the surroundings at the time of the explosion, Captain Sigsbee stated that the night was calm and still. Alfonso XIII was at the same berth. The small Spanish dispatch boat, Le Caspo, had come out the day before and taken the berth occupied by the German man-of-war, the Griesenau, which had left. The steamer City of Washington was anchored about 200 yards to the south and east of the Maine's stern, slightly on the port quarter.

The Coal Was Safe.

The Maine coaled at Key West, taking on about 150 tons, the coal being regularly inspected, and taken from the government coal pile. This coal was placed generally in the forward bunkers. No report was received from the chief engineer that any coal had been too long in the and that the fire alarms in the bunkers were sensitive. The regulations regarding imflammables and paints on board, Captain Sigsbee testified, were strictly carried out in re gard to storage, and that waste also was

subject to the same careful disposition The inflammables were stored in chests according to the regulations, and inflammables in excess of chest capacity, were allowed to be kept in the bathroom of the admiral's cabin.

Regarding the electric plant of the Maine, Captain Sigsbee stated that there was no serious grounding, nor sudden flaring up of the lights before the explosion, but a sudden and total eclipse.

As for regulations affecting the taking of the temperature of the magazines, etc. Captain Sigsbee stated there were no spe

cial regulations other than the usual regu-lations required by the department. He examined the temperature himself, and conversed with the ordnance officer as the various temperatures, and the cor bee, the temperatures were never at the "I do not think there was any layity

He had no recollection of any work go fore the explosion. The keys were called for in the usual way on the day in ques-Relations With Spanish Authorities stated that with the officials they however, seem to have brought to the at brought embarrassment to the government at Washington., He took the groun etiquette to call on the civil members of the colonial government other than the governors. Without waiting for such an by certain members of the council. A party of ladies and gentlemen called, and the president of the council made a speech which Captain Sigsbee could not understand, but which was interpreted to him

to which he replied. "My reply," said Captain Sigsbee, "was afterwards printed in at least two papers in Havana, but the terms made me favor autonomist government in the island. I am informed that the autonomistic gov a large class of Spanish and Cuban resi I have no means of knowing whether my apparent interference in the political concerns of the island had any relation to the destruction of the Maine.

When asked whether there was any demonstration of animosity by people afloat, Captain Sigsbee said there was never on shore, as he was informed, bu ferry-boat, crowded densely with people civil and military, returning from a bullfight at Regla, passed the Maine, and about 40 people on board indulged in yell-ing, whistling and derisive calls. Every Precaution Taken

During the stay in Havana, Captair Sigsbee took more than ordinary precautions for the protection of the Maine by placing sentries on the forecastle and poop, quarter line and single decks, on the bridge and the poop.

A corporal of the guard was especially instructed to look out for the port gangway, and the officer of the deck and quartermester were especially instructed to termaster were especially instructed to look out for the starboard gangway, a quarter-watch was kept on deck all nigh sentries' cartridge boxes filled, their arm kept loaded, a number of rounds of rapid-fire ammunition kept in the pilot-room and in the spare captain's pantry, and under the aft superstructure were kept additional supplies of shells, close at hand

He said he had given orders to the man ter-at-arms to keep a careful eye on everybody that came on board, and to carefully observe any packages that might be held, on the supposition that dynamite or other high explosives might be employed, and afterwards to inspect the routes these people had taken, and not to lose sight of the order. He states that very few people visited the ship Lieutenant-Commander Wainwright be ng rather severe on visitors.

Spanish Officers on Board.

for the second battery; steam was kept up

instructions were given to watch carefully

all the hydraulic gear and report defin

There were only two or three of th spanish military officers came on board 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, ac-cording to the spirit of the Maine's visit to Havana, but with exceptions stated no military officers of Spain visited the hip officially.

Captain Sigsbee then went into details

regarding the precautions in force, especially in relation to quarter-water which, he said, had never been rescinded the time of the accident, and one of the steam launches, the first, was riding at the starboard boom. The captain said that the night was quiet and warm, and he remembered hearing distinctly the echoes of the bugle at tattoo, which was very pleasant. Stars were out, the sky, however, being overcast. The Maine, at the time of the explosion, was riding approximately northwest, pointing toward the Shears.

Gazette.

Description of the Explosion He then went into a description of the explosion when he felt the crash. He explosion when he reit the crash. He characterized it as a bursting, rending and crashing sound or roar of immense volume, largely metallic in its character. It was succeeded by a metallic sound, probably of falling debris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an eclipse of electric lights and intense darkness within his cabin. He though immediately that the Maine had blown up and she was sinking. He hurried to the starboard cabin, but changed his course to the passage leading to the superstructure. He detailed the manner of meeting Private Anthony, which is much the same as has been published. Lieutenant - Commander Wainwright was on deck when Captain Sigsbe

emerged from the passageway, and turn-ing to the orderly he asked for time, which was given as 9:40 P. M. Sentries were ordered placed about the ship, and the forward magazine flooded. He called for perfect silence. The surviving officers ere about him at the time on the poop, was informed that both forward and aft magazines were under water. There ame faint cries and white floating bodies owered, but only two were available, the gig and whaleboat. They were lowered and manned by officers and men, and by the captain's directions they left the ship and helped to save the wounded jointly with other boats that had arrived on the

Fire amidships by this time was burn ing fiercely, and the spare ammunition in the pilot-house was exploding. At this time Lieutenant-Commander Wainwright said he thought the 10-inch magazine for-ward had been thrown up into the burning mass, and might explode any time the boats over the stern, which was done the captain getting into the gig, and then proceeding to the City of Washington, where he found the wounded in the dining saloon being carefully attended by the officers and crew of the vessel. He then went on deck and observed the wreck for a few minutes, and gave directions to have a muster taken on board the City of Washington and other vessels, and sat down in the captain's cabin and dictated Spaniards Express Sympathy.

Various Spanish officials came on board and expressed sympathy and sorrow for the accident. The representatives of General Blanco and of the admiral of the station were among the Spanish officials who tendered their sympathies. About four or five men were found that night who survived. By the time Captain Sigsbee reached the quarterdeck it was his impression that an overwhelming explosion had occurred. When he came from the cabin he was practically blinded for a few seconds. His only thought was for the yessel, and he took no become the he vessel, and he took no note of the phenomena of the explosion. In reply to the question of whether any of the magazines or shellrooms were blown up, the captain said it was extremely difficult to me to any conclusion. The center of he explosion was beneath and a forward of the conning tower on the port side. In the region of the center or axis of the explosion was the six-inch reserve magazine, which contained very little powder, about 300 pounds. The 10-inch magazine was in the same general region, but on the starboard side. Over the 10-inch magazine in the loading room of the turret, and in the adjoining passof the turret, and in the adjoining passage, a number of 10-inch shells were per-manently located. According to Captain. Sigsbee it would be difficult to conceive the explosion involved the 10-inch magazine, because of the location of the explosion, and none of the reports show that any 10-inch shells were hurled into the air because of the explosion.

Details of the Second Explosion. The captain went into details as to the location of the small explosion. He said that he did not believe that the forward 10-inch magazine blew up. The loca on of the gun cotton was aft, under the cabin. He stated that he had examined the wreck himself, conversed with other officers and men, but, as the Spanish authorities were very much adverse to an investigation, except officially, on the rounds, as stated by the Spanish admiralty, that the honor of Spain was in olved, he forebore to examine the submarine portion of the wreck for the cause

onvened.

He said the discipline of the ship was the exexcellent. The marine guard was in ex-cellent condition. The report of the medi-cal department shows that about one man and a quarter per day were on the sick list during the past year. In the engineers' department the vessel was always ready and always responsive. He paid a tribute to the crew, and said that a quieter, better-natured lot of men he had never known on board of any vessel in which he had served. He had no fault to find with the behavior of any man at the time of the disaster and considered their conduct admirable his examination by the court, Captain Sigsbee said that the highest temperature in the after magazine, the temperature in the forward magazines being considerably lower. There was no loose powder kept in the magazines. All the coal bunkers were ventilated through air tubes, examined weekly by the chief engineer, and ciator near his cabin door. The forward coal bunkers on the port side were full. The forward coal bunkers on the star-boat side was half full, and it was being used at the time of the explosion

Coal Bunkers Not Hot. Captain Sigsbee, being recalled, stated that he had detailed Lieutenant-Commander Wainwright, Lieutenant Holman and Chief Engineer Holman, all of the Maine, to obtain information in regard to any outsiders who might have seen the explosion. Captain Sigsbee also gave as his opinion that if coal bunkers Al6 had been so hot as to be dangerous to the 6inch reserve magazine, that this condition would have been shown on three sides where the bunker was exposed, and that men constantly passing to and fro by it would have necessarily noticed any un-due heat. Captain Sigsbee was recalled and examined as to the ammunition on board the Maine. He stated that there were no high explosives, guncotton, detonators or other material in magazines or shell rooms which the regulations prohibited. He testified that no warheads had been placed on torpedoes since he had

ITEMS OF INTEREST.

It is stated that sharks have now pen etrated into the Mediterranean through the Suez canal from the Red sea.

In France there have been found only two criminals whose measurement by the Bertillon system coincided. The Adams homestead at Quincy,

Miss., has been restored under the direction of the Quincy Historical Society The largest room in the world under one roof and unbroken by pillars is at St. Petersburg. It is 620 feet long by 120 in breadth.

Ginger is a tropical production of Mexico, where it grows wild. It has been cultivatded from an early period to tropical Asia. The oldest city in the world is Nip-

pur, the "Older Bel" of Babylon; the foundations were laid 7,000 years B. C. and the rnins have lately been unearthed. Sardines are now being packed in

glass bottles, low wide-mouthed shape. They look much cleaner and they are far handier than the old-fashioned

A substitute for honey has been introduced in Germany under the name of sugar-honey, and consists of sugar, water, minute amounts of mineral substances and free acid.

The Rev. Thomas Loxham, who for 47 years has been rector of a church near Bolton, England, has given \$60,-000 to a part of his parish for the erec-

NO. 3.

Epitome of the Telegraphic News of the World.

TERSE TICKS FROM THE WIRES

n Interesting Collection of Items From the New and the Old World In a Condensed and Comprehensive Form The United States supreme court has lecided that a person born in this country of Chinese parents is entitled to

Chicago Typographical union has telegraphed the Illinois representatives in ongress calling for the intervention of the United States toward ending the nhuman war in Cuba.

Frank B. Clark, of Chicago, has purchased 1,000 feet of river frontage at Linnton, a few miles below Portland, Or., and is negotiating for more. He will construct a large ship-building plant.

A diet kitchen and dispensary, where 2,000 sick will be cared for daily has been started in Havana. The kitchen was built by the central committee, and serves its purpose excellently. The sick and feeble will find the dispensary a great source of comfort and help.

The dispatch of the British fleet from Halifax to Bermuda, tollowing the agitation for an Anglo-American alliance, is considerably commented upon by diplomats in London. The authorities explain that it is merely considered desirable that the British ships should be in the vicinity of Cuba in order to safely guard British commerce and British subjects, in case of war. The idea of Anglo-American co-operation in Cuba is scouted.

The levee on the Wabash river, near Sullivan, Ind., went out with a break of 100 feet, entailing a loss of \$100,000. Twenty thousand acres of land are overflowed, and hundreds of families are rendered homeless and destitute. Citizens are responding for miles around in the effort to remove families and stock. Hundreds of cattle and horses are hemmed in. Such a rush of water was never known in this section of the country before.

Deep interest is felt in Havana in the news received from the United States. La Lucha in an editorial. "The United States' note to says: Spain demanding that a date he fixed to end hostilities is simply a declaration of war. It was not issued until after the finding of the United States court of inquiry had been received, which finding is without scientific basis, and is open to question even

The most sign faant of the nava! orders issued by the navy department recently was the detachment of Commander Horace M. Elmer, from Cramps ship yard, and ordering him to duty "in the mosquito fleet." This auxiliary organization of the navy, which is to e called into service in time of war, is to be composed of small craft of all kinds that may be obtainable by the department upon which a gun may be mounted, and other defensive devices placed. As far as practicable, it is the intention of the department that there shall be a senarate set of shins for the defense of the seacoast cities, the whole to compose the "mosquito fleet." In the event of necessity for a rendezvons of several of these local fleets it can be arranged, as the primary idea is for each local fleet to form the "mobile defense" of the particular city where it will be called into service to assist in furnishing armament for vessels, and in the event of war, naval officers will be assigned to the command of each of

the several local fleets. An explosion occurred at the Manowan coal mine near Monongahela City, Pa. Two men are known to have been killed. Five were injured, and from 15 to 25 are said to be entombed in the

An explosion took place at San Rafael, Cal., at the United States smokeless powder works, which resulted in the death of two men, Charles A. Jenks and Charles Nelson, who were employed in the material room. Two buildings were completely destroyed, and the roofs torn off the other buildings close by and windows broken for

A Havana dispatch alleges that Captain-General Blanco and General Manterola have notified the Madrid government that they will resign their offices if the Spanish torpedo fleet is to be detained at the Canaries in obedience to the demand of President McKinley. Captain Eulate, of the Vizcaya, is also alleged to have sent a similar message to the Spanish admiralty.

Chaplain Chidwick, of the Maine, has completed his mortuary report, which shows that 257 men and two officers perished in the catastrophe. Six succumbed to their injuries while lying in San Ambrosio hospital; one died on the Spanish transport; 171 bodies have been recovered from the wreck, of which 61 have been identified; 161 have been buried in Coton cemetery and 11 at Key West. This is the official report, made public after careful correction.

After being opened to the public for more than five years for recreation purposes, Castle island, in Boston harbor, has been closed. Orders from Washington to this effect have been expected ever since the work of handling explosives was begun at Fort Independence on the island some three weeks ago. More than a score of men have been at work painting torpedo shells and getting ready the wiring and other necessary preliminaries to laying them in position in the harbor if

necessary. A dispatch to the New York Herald from Valparaiso save: Chile is confronted by another ministerial crisis. Members of the cabinet have been dismissed, and to Senor Eulojo Altimarina has been intrusted the work of forming a new cabinet. The confidence of all political parties is now sought by the government in view of the seriousness of internal and foreign affairs. In private circles one hears nothing but war talk. Generally it is believed that a conflict is unavoidable but there is good reason to believe that Chile will not declare war. Argentina has too much to lose to do so.