F. R. GINN. For Engineer-C. P. ROSS. For Councilman, 1st ward-JOHN ALEXANDER. For Councilman. 2d ward-W. R. VERNON.

For Councilman, 3d ward-L. B. ISENHART. For Members Bd. of Education-ROBERT SHUMAN. H. T. RICE.

FITZHUGH LEE is being talked of as a running mate for Bryan in 1900. In this case the tail would be heavier than the head.

Nor a word of complaint is heard about the manner in which Fred Ginn has conducted the business of the office of city clerk. He is an excellent man in the position and will be retained for another year by the voters.

NINE-TENTHS of the heaviest taxpayers in North Platte will cast their ballot for John Bratt for mayor. This does not look as though they think Mr. Bratt will act unfairly in the waterworks

WHEN men like Major Walker, who have known John Bratt for twenty-five years, say they know nothing but good of Mr. Bratt. the average voters who are not so well acquainted with him can rest assured that Mr. Bratt is deserving of their votes.

Ir might prove interesting to some people to look over the records of the city clerk and see how often the marshal has been instructed to notify M. C. Keith to desist in hauling dirt from the streets of North Platte.

Ir is generally believed that Franklin Peale has been put up as a straw man to catch votes which would otherwise go to John Bratt, thus making Mr. Sullivan's chances of election all the better. The scheme will not, however, work.

According to the Department of Agriculture statistics there are six million less cattle and tour million less hogs in the country than there were in 1895. This being the case the outlook for a continuation of the present high prices is good.

In the present campaign the men who do the loudest howling are the ones who pay the least tax. Some of those who are jumping on the waterworks company with both feet have not paid a cent of taxes in the past five years. Great reformers are they.

THE district court of Lancaster county has handed down a decision affirming the validity of the 1887 anti-gambling law, by which gambling is made a felony punishable with imprisonment. There has been much talk of late years of the invalidity of the law, though this is the first time a court has passed upon its validity.

THE first eight months of the present fiscal year show an increase of \$138,000,000, in the balance of trade in favor of the United States over the same period of the last fiscal year. If our imports continue to decrease and our exports to increase there is no way in which prosperity to the people of the United States can be blocked.

Ir is pertinent to ask what benefits the people of North Platte are receiving from the city taxes they pay. They are compelled to stumble over dilapidated sidewalks at night. tramp through mud by reason of lack of crosswalks, the police protection offered by the marshal amounts to nothing, and the streets are rapidly getting in bad condition, By a wise expenditure of the city money Mr. Bratt, when in the mayor's chair, will give the people some benefit for the taxes they pay.

SEVERAL thousand dollars collected as taxes for hydrant rental are now in the hands of the county treasurer waiting the result of the suit of the waterworks company against the city. The city gets no young man, she retorted by basting pretense of showing her something and then kissed her. As a result interest on these funds, but on the other hand is compelled to pay interest on the bill of the waterworks company which is increasing at the rate of about \$250 per month. It is quite likely that the city will have to pay \$300 or \$400 as interest by reason of these funds being held in abeyance.

President Requests Congress to Carefully Consider It.

STILL HAS FAITH IN PEACE.

Believes That Spain Will Act Honorably in the Matter.

FINDINGS OF COURT OF INQUIRY.

Unable to Fix Responsibility For the Disaster-Captain Exonerated From All Blame.

WASHINGTON, March 28 .- The president today sent the following message to congress:

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 from the visit of national ships to the Cuban waters, in accustoming the people to the presence of our flag as the symbol of good will and of our ships in the fulfillment of the mission of protection to American interests, even though no immediate need therefor might exist.

Accordingly, on the 24th of January last, after a conference with the Spanish minister, in which the renewal of visits of our war vessels to Spanish





waters was discussed and accepted, the peninsular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports, and that in that view the Maine would forthwith call at the port of Havana. This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with the notification of the intention to return the courtesy by sending Spanish ships to the principal ports of the United States. Meanwhile, the Maine entered the port of Havana of the 25th of January, her arrival being marked with no special incident besides the exchange of cus-

tomary salutes and ceremonial visits. The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay. On the contrary, a feeling of relief and confidence followed the resumption of the long interrupted friendly intercourse. So noticeable was this immediate effect of her visit that the consul general strongly urged that the presence of our ships in Cuban waters should be kept up by retaining them at Havana, or in the event of her recall, by sending

their vessel there to take her place. At 9:45 in the evening, of the 15th of February, the Maine was destroyed by an explosion, by which the entire forward part of the ship was utterly wrecked. In this catastrophe two officers and 260 of her crew perished, those who were not killed outright by her explosion being penned between decks by the tangle of wreckage, and drowned

by the immediate sinking of the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, aid being especially given by the boats of the Spanish cruiser Alfonso XIII and the Ward line steamer City of Washington, which lay not far distant. The wounded were generously

cared for by the authorities of Havana, the hospitals being freely opened to them, while the earliest recovered bodies of the dead were interred by the municipality in a public cemetery in the city. Tributes of grief and sympathy were offered from all official quarters of the island.

The appalling calamity fell upon the people of our country with crushing force, and for a brief time an intense | it. the court finds as follows: excitement prevailed, which in a community less just and self-controlled | Maine arrived in the harbor of Havana, than ours, might have led to hasty acts | Cuba, on Jan. 25, 1898, and was taken of blind resentment. This spirit, how- to buoy No. 4, in from five and oneever, soon gave away to the calmer half to six fathoms of water, by the investigate the facts and await the material proof before forming a judgment | notified the authorities at that place the as to the cause, 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 determine the nature and measure of its full duty | ried out. All ammunition was stored

in the matter. The usual procedure was followed, as and proper care was taken whenever in all cases of casualty or disaster to ammunition was handled. Nothing was national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experi-

A St. Louis girl has made a new record for prompt repartee. Provoked by a remark from a tresh

Cascarets Candy Cathartic, the most wonderful medical discovery of the age, pleasant and refreshing to the taste, act pleasant and refreshing to the taste, act gently and positively on kidneys, liver, and bowels, cleansing the entire system, dispels colds, sure headache, fever, habitual constipation and biliousness. Please buy and try a box of C. C. today; 10, 25 and 50 cents. Sold and guar anteed to ourse by fill druggists.

ence, to discharge the onerous duty imosed upon them. Aided by a strong force of wreckers and divers, the court roceeded to make a thorough investiga tion on the spot, employing every available means for the impartial and exact determination of the causes of the explosion. Its operations have been conducted with the utmost deliberation and judgment, and while independently pursued, no source of information was neglected and the fullest opportunity was allowed for a simultaneous investigation by the Spanish authorities.

Findings of the Board. The finding of the court of inquiry was reached after 28 days of continuous labor, on March 21, and having been approved on the 22nd by the commander-in-chief of the United States naval force on the North Atlantic station, was transmitted to the executive. It is herewith laid before the congress, together with the voluminous testimony taken before the court. Its purport is in brief, as follows: When the Maine arrived at Havana she was conducted by the regular government pilot to buoy No. 4, to which she was moored in from

The state of discipline on board, and the condition of her magazines, boilers, coal bunkers and storage compartments are passed in review, with the concluinternal explosion existed in any quar-

At 8 o'clock, on the evening of Feb. was suddenly destroyed. There were two distinct explosions, with a brief interval between them. The first lifted the forward part of the ship very perceptibly; the second, which was more of the forward magazines.

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 ex-

At frame 17, the outer shell of the ships, from a point 111/2 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 now about four feet above the surface of the water: therefore, about 34 feet above where it would be had the ship sunk uninjured.

into a reversed "V" shape, the after wing of which, about 15 feet broad and 83 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 18 the vertical keel is broken in two and the keel bent into an angle similar to the angle formed for the outside plates. This break is about six feet below the surface of the water and about 30 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

Conclusions of the Court,

The conclusions of the court are: That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the officers or members of her crew.

That the ship was destroyed by explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines; and,

That no evidence has been obtainable fixing the responsibility for the destruction of the Maine upon any person

the court of inquiry and the views of this government thereon be communicated to the government of her majesty, the queen, and I do not permit myself to doubt the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two govern-

It was the duty of the executive to advise the congress of the result, and in the meantime deliberate considera-

tion is invoked. [Signed.] WILLIAM MCKINLEY. Executive Mansion, March 28,1898. In neither senate nor house was there any debate in reference to the president's message. It was refered to the committee on foreign relations under the rules. The house adjourned early

MAINE BOARD'S REPORT.

out of respect to Represntative Simp-

kins of Massachusetts.

Ship Blown Up by a Mine Exploded Un der Port Side-Second Explosion, That of Two Magazines, Follows-Sigsbee Exonerated.

Washington, March 28 .- The following is the full text of the report of the court of inquiry:

U. S. S. IOWA, KEY WEST, Fla. March 21 .- After full and mature consideration of all of the testimony before

1. That the United States battleship processes of reason and to the resolve to regular government pilot. The United States consul general at Havana had previous evening of the intended arrival of the Maine.

2. The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety to the ship were strictly caraway in accordance with instructions. stowed in any one of the magazines or shell rooms, which was not permitted to be stowed there. The magazines and hell rooms are always locked after

John Keldel, a butcher of Eau Claire, Wis., induced Mrs. Olegard Jacobson to enter his ice box on of this exceedingly cool proceeding of the water and about 30 feet above the lady has very properly brought | its normal position. a \$1,200 damage suit. The cold In the opinion of the court, this efa \$1,200 damage suit. The cold might have resulted in an attack of the explosion of a mine situated under pneumonia.

Educate Your Howels With Cascarets. Candy Cathartie, cure constipation prever, 19c. If C. C. C. fail, druggist Highest Honors-World's Fair.

Gold Medal, Midwinter Fair. ·DR:

Awarded

40 YEARS THE STANDARD.

having been opened; and after the destruction of the Mains, the keys were found in their proper place in the capfive and one-half to six fathoms of tain's cabin, everything having been eported secure that evening at 8 p. m. The temperatures of the magazines and shell rooms were taken daily and reported. The only magazine which had an undue amount of heat was the after sion that excellent order prevailed, and 10-inch magazine, and that did not exthat no indication of any cause for an wode at the time the Maine was de-Froyed. The torpedo war heads were all stowed in the after part of the ship under the wardroom, and neither 15, everything had been secure and all caused nor participated in the destrucwas quiet. At 9:40 o'clock the vessel tion of the Maine. The dry guncotton primers and detonators were stowed in the main and berth decks at the conthe cabin aft and remote from the scene of the explosion. The waste was carefully looked after on board the Maine to obviate danger. Special orders in side. The fireroom hatch immediately prolonged, is attributed by the court regard to this had been given by the abaft of the conning tower had been to the partial explosion of two or more commanding officer. Varnishes, dryers, 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 scene of the explosion. No dangerous stores of any kind were stowed below in any of the other storerooms. 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 B6 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, 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 four forword boilers have since been found by the divers, and are in a fair

On the night of the destruction of the Maine everything had been reported secure for the night a; 8 p. m. by reliable persons, through the proper authorities, to the commanding officer. At the time the Maine was destroyed the ship was quiet, and, therefore, least liable to accident caused by movements from those on board.

3. The destruction of the Maine occurred at 9:40 p. m., on Feb. 15, 1898, in the harbor of Havana, Cuba, being at the time moored in the same buoy to which she had been taken upon her arrival. The forward part was completely demolished.

Upon the evidence of concurrent external cause the finding of the court is as follows:

There were two explosions of a distinctly different character, with a very short but distinct interval between | perience which covered visits to Havana them, and the forward part of the ship for five or six years, a man-of-war to be 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 greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward | tion now occupied by the Fern, about magazines of the Maine.

The Condition of the Wreck. 4. The evidence bearing on this, being principally obtained from divers, now occupied by the Spanish man-ofdid 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 of-war Charlotte which came into the 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 port side of the protective 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 me 41, was blown up aft and slight. ly over to starboard, folding the forward part of the middle superstructure over and on top of the after 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. 5. At frame 17, the outer shell of the ship, from a point sleven and one-half 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 now about four feet above the surface of the water, therefore about thirty four 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 16 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 ex-

tending forward. At frame 18 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

the bottom of the ship at about frame 18, and somewhat on the port side of the ship.

6. The court finds that the loss of th Maine, on the occasion named, was n

ence on the part of any of the officers Maine was destroyed by the explosion of a submarine mine, which caused the

forward magazines. 8. 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. MARIX.

Ensign Powelson's Testimony. The following are portions of the tesimony: Ensign W. V. N. Powelson was called the third day of the court. He estified that he had been present on the Maine every day from the arrival of the boat Fern and during a great

Lient. Com. U. S. N., Judge Advocate.

leal of the diving. In reply to a question to tell the court all about the condition of the wreck, he said the forward part of the ship forward the after smokestack had been to all appearances completely destroyed. The conning tower lay in a position opposite the door leading to the superstructure aft and to starboard, inclined at about 110 degree; to the vertical, with the top of the conning tower on board. Continuing, he described with close detail the condition under the main deck on the port side. The fixtures were completely wrecked, while fixtures in the same position on the starboard side were in some cases almost intact. The bulkhead between ning tower supports had been blown aft on both sides, but a great deal more on the port than on the starboard blown in three directions, aft, to starboard and to port. The protective deck under the conning tower supports was

bent in two directions. A piece of the side plating just abaft of the starboard turret was visible The medical stores were stowed aft | This plate was bent outward and then under the ward room, and remote from | the forward end bent upward and folded backward upon itself. This plate was sheared from the rest of the plating below the water line. This The coal bunkers were inspected. Of plating below the water line has been those bunkers adjoining the forward pushed out to starboard. The armored magazines and shell rooms, four were gratings of the engine room hatch were empty, namely: B3, B4, B5, B6. "A15" blown off. A composition strainer was had been in use that day and "A16" | picked up from the starboard quarter at nel This coal a point about opposite the poon and about 70 feet from it. The chief engineer thought the strainer was from the firemen's washroom. It was not a strainer in the ship's side.

Near the piece of outside plating to which witness referred above he sa d there were pieces of red shellaced planks. On these planks was bolted a composition track two inches wide and

an inch thick. He thought the ship on the port side was entirely gone opposite a point indicated on a diagram handed to the court.

It was entirely blown up.

Captain Sigsbee's Testimony. Captain Sigsbee, in testifying before the court of inquiry which convened in the harbor of Havana, Monday, Feb. 21, said that he assumed command of his ship arrived in the harbor of Havana the last time Jan. 24, 1898. The authorities at Havana knew of the Maine's coming, Consul General Lee having informed the authorities, according to official custom. After he to k on an official pilot 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 was one

of the regular buoys of the place. He then stated that he had been in Havana in 1872 and again in 1893. He could not state whether the Maine was placed in the usual berth of men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily in command of the Ward line steamer City of Washington as authority, for the statement that he had never known in all his exanchored at that buoy; that he had rarely known merchant vessels to be anchored there and that it was the least used buoy in the harbor. In describing the surrounding when first moored to this budy Captain Sigsbee stated that the Spanish man-of-war Alfonzo XII was moored in the posi-250 yards to the northward and westward of the Maine. The German ship Griesnan was anchored at the berth war LeGaspe which is about 400 yards about due north from the Maine. He then located the German manharbor a day or two later, which 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. The Alfonso XII was at the same berth. The small Spruish dispatch boat Le Gaspe had come out the day before and taken the berth of the German man-of-war, the Griesenau, which had left. The steamer City of Wash. ington was anchored about 200 yards to the south and east of the Maine's stern.

slightly on the port quarter. The Maine coaled at Key West, taking on about 150 tons, the coal being rogularly 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 bunkers and that the fire alams in the bunkers are sensitive.

inflammables and paints on board, Captain Sigsbee testified that the regulato storage and that the waste also was subject to the same careful disposition. As to the situation of the paint room he fixed it as in the "eyes of the ship," just below the berth deck, the extreme forward compartment. As for the distowed in chests according to the reguations and when inflammables were in excess of chest capacity they were alowed to be kept in the bath room of the admiral's cabin. Regarding the electric plant of the Maine, Captain Sigsbee dated that there was ac serious grounding, nor sudden flaring up of the lights before the explosion, but a sudden and total collapse. Speaking generally of his relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cor-dial. The members of the autopomistic

in any respect due to fault or negn- council of the government, however, seem to have brought to the attention or members of the crew of said vessel. Is the navy department the fact that 7, In the opinion of the court the hedid not visit them and that f. ct brought embarrassment to the government at Washington. He took the partial explosion of two or more of her ground to the department that it was unknown etiquette to call on the civil members of the colonial government other than the governor. Without waiting for such an order Captain Sigsbee made a visit afterwards and, as stated, was pleasantly received and his visit promptly returned by certain members of the council. Later a party of ladies and gentlemen called and the president of the control made a speech, which Ceptain Sigsbee could not understand, but which was interpreted to him

briefly, 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 autonomistic government in the island. I am informed that the auton mistic government in Havana is unpopular among a large class of Spanish and Cuban resident. I have no means of knowing whether my apparrent 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 that there never was on shore, as he was informed, but there was affoat. He then related that on the first Sunday after the Maine's arr. val a ferryboat, crowded densely with people, civil and military, returning from a bull fight in Regla, passed the Maine, and about 40 people on board indalged in yells, whistles and derisive calls. During the stay in Havana Captain Sigsbee took more than ordinary precautious for the protection of the Maine by placing sentries on the forecastle and poop.

He said he had given orders to the master-at-arms and an order to keep a careful eye on everylody 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 aft- bles, and all other precautions were erwards to inspect the routes these people had taken, and never to lose sight of the importance of the order. He states that very few people visited the ship, Lieutenant Commander Wainwright being rather severe on desultory visitors. There were only two visits of Spanish military officers. Once a party of five or six Spanish officers came they were constrained and not desirous of accepting much courtesy. This visit was during the absence of the captain. He said he made every effort to have Thought the ship was being fired on. the Spanish officers visit the ship to show good will according to the spirit of the Maine's visit to Havana, but with exceptions stated no military officers of Spain visiteo the ship socially.

Consul General Lee's Testimony. Consul General Fitzhugh Lee appeared before the court on March 8. His testimony related to the official formalities preceding the Maine's arrival. On Jan. 24 he received a message from the state department saying that the Maine would be sent to Havana on a friendly visit to resume the regular status of naval relations bethe Maine on April 10, 1897, and that tween the two countries, and he was ordered to make arrangements at the palace for the interchange of official courtesies. After a call at the palace he sent the state department a cipher dispatch, saying:

"Anthorities profess to think the United States has ulterior purpose in sending the ship. Say it will obstruct autonomy and produce excitement, and most probably a demonstration. Ask that it not be done till they can get instructions from Madrid. Say that if for friendly purpose, as claimed, delay

is unimportant. It was too late, however, the Maine had already sailed. She arrived next day, and Lee reported her arrival to

the state department. Gunner Olsen's Testimony. Chief Gunner's Mate Olsen of the United States steamer Iowa told how he had been sent to Havana for the

purpose of doing diving duty on the wreck. He had descended four times. making about eight or nine hours of total examination. Olsen told how, on his first descent, he went over the forward part of the ship. To use his own expression, he said; "I found the wreck all blowed up. I found a lot of grate bars down

there." The second time he went down further forward, and there located a lot of 10-inch shells. Forward of these the plates were bent inboard over them. Asked if he imagined himself looking forward, he stated that he did. Going over the plates he struck into a lot of six-inch sheils with the slings on them. Going to the right, witness stated, he found a lot of wreckage. It seemed to have been blown over the starboard. Olsen stated that he put his hand into the cracks and brought out several six-

pounder shells. The next time he went down, Olsen testified, he went down outside the ship forward of the crane on the port side. He followed the bottom along and found that the ship's side was blown outward and alongside the crane

it could be walked on. completely," witness said, "part of her bottom plates are turned up. Then von follow the bottom from there up and undernouth the bottom they are blown inboard and bent in. About three feet forward of that spot there is a piece of iron laid along the bulkhead. The skin of the inside of the double bottom is curled like a sheet of paper

inboard from stern to stern. Amidship, on the same side, there is an armor plate, one plate complete, the Insofar as the regulations regarding top of the plate standing up. The plate is inclined over the starboard completely. It stands up with the thick part of tions were strictly carried out in regard | the plate down. It is inclined forward and over to starboard.

Sounded Like a Mine. Lientenant George M. Holman, in his testimony, sail the explosion sounded like a mine, and be had heard

The Belgian prince must be nice, moral young man. Gossip speaks about him as meager and spiceless.

An Indiana county treasurer, who made away with \$20,000 of the public funds, accumulated a fine of \$1,000 and a term in the peniten-

Don't annoy others by your coughing, and risk your life by neglecting a cold. One Minute Cough Cure cures coughs, colds, croup, grippe and all other throat and lung troubles. North Platte Phar-



LAUNCHING THE LIFE-BOAT.

There are greater dangers than those of the angry sea. That dread disease—con-sumption, kills more men and women in a generation than the sea has swallowed up since the earliest history of navigation.

There is a sure and safe life-boat ever ready to be launched for men and women who suffer from this merciless destroyer. It is Dr. Pierce's Golden Medical Discovery. It cures 98 per cent, of all cases of consumption, bronchitis, asthma, laryngitis, weak lungs, spitting of blood and throat and nasal troubles. It acts directly on the lungs, driving out all impurities and disease germs. It soothes and heals the mucous membranes of the lungs, bronchial tubes, throat and nasal cavities. It restores the lost appetite, makes digestion and assimilation perfect, invigorates the liver, and purifies and enriches the blood. It fills the blood with the life-giving elements of the food that build new and healthy tissues. It tears down, carries off and excretes the diseased and half dead tissues upon which the germs of consum thrive. It checks the cough and facilitates expectoration until the lungs are thoroughly cleared. It is the great blood-maker and flesh-builder. Unlike cod liver oil, it does not build flabby flesh, but the firm, muscular tissues of health. It does not make corpulent people more corpulent. Thousands have testined to their cure Inousands have testified to their cure under this great medicine after they were given up by the doctors, and all hope was gone. An honest dealer will not suggest some inferior substitute for the sake of a little extra selfish profit.

A man or woman who neglects constipation suffers from slow isoning. Dr. Pierce's Pleasant Pellets cure constipation. One little "Pellet" is a gentle laxative, and two a mild cathartic. All medicine dealers sell them. No other pills are "just as good."

mine explosions in the sea.

Lieutenant Commander Richard Wainwright testified that the regulations in regard to paints and inflammastrictly carried out on board ship. Every possible care was taken to avoid accident. All visitors were scrutinized before being allowed to come on board the ship. Nobody was allowed unaccompanied. Special "lookouts" were required at night. No unauthorized

boats were allowed to approach the ship. There was fine discipline, obedient crew, quiet men. He was in the captain's office at the time of the explosion; felt a very heavy shock and heard noise of falling objects on deck. Was told by the captain to see that the boats were lowered. He saw a few men coming, mostly officers. He saw no reason to flood the magazines, because water was coming up. He saw fire forward. Boats began to crowd around the wreck. He induced boats to take the wounded to different vessels. He ordered a list taken of the saved and wounded. There was excellent discipline after the explosion. Orders were followed with promptness of a drill. The only order not obeyed

was the order to leave the ship. He first examined the wreck at day. light the following morning. He took a gig with Lieutenant Hood and a few men and attempted to board the wreck. He was warned off by an armed boat's crew of Spaniards and then pulled around the wreck. There were still some burning fragments.

Outbreak Is Foared In Havana, NEW YORK, March 28 .- It is now said on good authority that the Mangrove, which sailed for Havana on Friday, went there ostensibly to bring away material saved 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, avers the Key West correspondent of The Herald. Consul General Lee, believing that a serious crisis in affairs is likely to occur now at any moment, is today preparing a revised list of all Americans now in Havana, together with their addresses, so that in case of emergency they may be communicated with at short notice. There is an extra guard now around the American con-

New Plan of Autonomy. New York, March 28 .- Spain, al though apparently defiant, has asked for further delay before the United States does anything more about Cuba, says the Washington correspondent of The Hereld. This request was made through Senor Polo v Bernabe, the Spanish minister, He promised in Spain's behalf that she would lay before the state department at an early day a plan for a more liberal government of Cuba. This matter, the minister declared, would be so fair and liberal that it would be satisfactory to the United States and the Cuban insurgents and would bring about peace in the island. Spain's proposal is generally believed in Washington to have come

Texas at Navy Yard. New York, March 28 .- The battleship Texas which arrived at Tompkinsville Saturday night weighed anchor Sunday and proceeded to the navy yard. "No orders relating to the St Paul have been received by us from the governmental authorities," said James A. Wright, of the International Navigation company. "The ship will sail on her regular trip without fail. We are doing nothing out of the ordinary in unloading her cargo."

Greeham Ordered to Sail. MILWAUKEE, March 28 .- Captain A. B. Davis, commander of the revenue cutter Gresham, received a dispatch from Washington ordering him to ship a complement of 70 men and proceed to Cleveland as soon as possible. Captain Davis was also asked in the dispatch if he thought it possible the Gresham could run the St. Lawrence rapids, thus avoiding the locks, to pass which would entail shortening her. The captain is investigating the subject.

The alien three cents a day tax law enacted by the last legislature of Pennsylvania has been solar plexused for the second time by the courts.

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