

SENDS IN REPORT

(Continued from page 3.)

Main 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, Lieut. Com. U. S. N., Judge Advocate.

Ensign Powelson's Testimony.

The following are portions of the testimony: Ensign W. V. N. Powelson was called the third day of the court. He testified that he had been present on the Maine every day from the arrival of the boat Fern and during a great deal 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 degrees 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 the main and berth decks at the conning tower supports had been blown aft on both sides, but a great deal more on the port than on the starboard side. The fireroom hatch immediately abaft of the conning tower had been 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. This plate was bent outward and then 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 plating below the water line has been pushed out to starboard. The armored gratings of the engine room hatch were blown off. A composition strainer was poked up from the starboard quarter at a point about opposite the poop capstan 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 said there were pieces of red shelled 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 Sigbee's Testimony.

Captain Sigbee, in testifying before the court of inquiry which convened in the harbor of Havana, Monday, Feb. 21, said that he assumed command of the Maine on April 10, 1897, and that 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 took 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 1873 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 experience which covered visits to Havana for five 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 harbor. In describing the surrounding when first moored to this buoy Captain Sigbee stated that the Spanish man-of-war Alfonso XII was moored in the position now occupied by the Fern, about 250 yards to the northward and westward of the Maine. The German ship Griensau was anchored at the berth now occupied by the Spanish man-of-war Le Gaspe which is about 400 yards about due north from the Maine. He then located the German man-of-war Charlotte which came into the harbor 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 Sigbee stated that the night was calm and still. The Alfonso XII was at the same berth. The small Spanish dispatch boat Le Gaspe had come out the day before and taken the berth of the German man-of-war, the Griensau, 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 Maine coated 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 bunk-

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ers. No report was received from the chief engineer that any coal had been too long in the bunkers and that the fire alarms in the bunkers are sensitive. Insofar as the regulations regarding inflammables and paints on board, Captain Sigbee testified that the regulations were strictly carried out in regard to 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 disposition of inflammables, they were stowed in chests according to the regulations and when inflammables were in excess of chest capacity they were allowed to be kept in the bath room of the admiral's cabin. Regarding the electric plant of the Maine, Captain Sigbee stated that there was no 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 Sigbee stated that with the officials they were outwardly cordial. The members of the anatomistic council of the government, however, seem to have brought to the attention of the navy department the fact that he did not visit them and that fact brought embarrassment to the government at Washington. He took the 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 Sigbee 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 council made a speech, which Captain Sigbee could not understand, but which was interpreted to him briefly, to which he replied.

"My reply," said Captain Sigbee, "was afterwards printed in at least two papers in Havana, but the terms made me favor autonomous government in the island. I am informed that the autonomous government in Havana is unpopular among a large class of Spanish and Cuban residents. 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 Sigbee said that there never was on shore, as he was informed, but there was afloat. He then related that on the first Sunday after the Maine's arrival 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 indulged in yells, whistles and derisive calls. During the stay in Havana Captain Sigbee took more than ordinary precautions for the protection of the Maine by placing sentries on the fore-castle and poop.

He said he had given orders to the master-at-arms and an order 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 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 on board and according to the captain 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 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 visited 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 between 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:

"Authorities 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 Olson's Testimony. Chief Gunner's Mate Olson 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.

Olson 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 blown 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 shells 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. Olson stated that he put his hand into the cracks and brought out several six-

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ponder snells. 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.

"At the part where she is blown up completely," witness said, "part of her bottom plates are turned up. Then you follow the bottom from there up and underneath 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.

A midship, on the same side, there is an armor plate, one plate complete, the top of the plate standing up. The plate is inclined over the starboard completely. It stands up with the thick part of the plate down. It is inclined forward and over to starboard.

Sounded Like a Mine. Lieutenant George M. Holman, in his testimony, said the explosion sounded like a mine, and he had heard mine explosions in the sea.

Lieutenant Commander Richard Wainwright testified that the regulations in regard to paints and inflammables, and all other precautions were strictly 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. Thought the ship was being fired on. 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 daylight 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.

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EDITORS IDEAS.

If a few men controlled all the hens in the world and could regulate the egg market as they pleased you would see more than one fat old bond holder, when he had to pay a dollar a piece for eggs on toast, setting up a calamity howl about the "thieving farmers." "Ought to be in the hands of the government,—this egg business. Its an outrage to be compelled to bow down to these grasping farmers." Which would be the worst, a money trust or an egg trust, both being necessities? Doesn't the "calamity howl" depend a good deal on whose "ox is gored?"—Jefferson County Journal.

A greenback has no intrinsic value, but it costs as much labor to secure a ten dollar greenback as to get a gold eagle.—Enquirer.

Joe Johnson's ambition ought to be fully gratified now. He has been noticed, held up to scorn, and skinned alive by the great governor of the great state of Nebraska. Notoriety is what Joe feeds upon, and he ought to now be satisfied, so far as state matters go.—Clay County Patriot.

The decent republicans of Lincoln have been making an effort lately to clean out the notorious corruption of their party in that city but they have failed and always will fail. No party can be purified while in power. The only way to get rid of the corrupt elements is to let the party be defeated. Hats will leave a house when there is nothing there for them to eat and soundbills will leave the republican party when they can no longer feast on the spoils of office. To turn the city of Lincoln over to populist rule would not only be a great blessing to that city and to the people of Nebraska in general, but it would be for the best interest for the republican party.—Boone County Outlook.

The Norfolk Times comes out strong for Bryan for governor. The Madison Reporter also favors his nomination.

Sly work is now being done in certain poperaic quarters to spread discord and also secure the nomination of men for the legislature who can be bought. Keep your eyes peeled and see to it that none but reliable men are selected at your caucuses as delegates to the county conventions. This will insure the nomination of men who can be relied upon to do their duty.—Crete Democrat.

The religion that makes people pay their debts; the religion that keeps people from speaking ill of their neighbors; the religion that makes no distinction between wealth and poverty; the religion that makes people honest and upright; the religion that makes men manly and women womanly; the religion that is a part of peoples every day life, exemplified in kind deeds, loving acts, cheering words is the religion that is needed in the world today.—Times-Independent.

It will be noticed that there is a marked difference of opinion on autonomy in Cuba between those who have been there and the new Spanish Minister, who has not been there.—Rising City Independent.

Rather than be responsible for an unholy war, I would see my administration wrecked says President McKinley. A noble sentiment, Mr. McKinley, very noble, but how do you feel in regard to an unholy peace.—Silver Creek Times.

Chicago tax payers have been bearing the expense of the salaries of policemen to guard railroad crossings. It amounts to \$240,000 a year. That is the way the people are being held up and forced to bear the burdens of the corporations. There is no more reason for taxing the people to pay the salaries of watchmen at railroad crossings than to pay their conductors and ticket agents.—Standard Bearer.

Attorney General Smyth is one of the most able and indefatigable prosecutors that the state has ever had to serve it in that important capacity. The only trouble is that he cannot convict a few judges and a number of jurors and put them where they could not bring the law, the courts and justice into contempt.—Wisner Chronicle.

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The Homesteaders Land company of which mention has been made in this paper has finally completed their organization with Judge Neville of North Platte, Neb., president, Hon. J. C. McCull of Lexington, Neb., (late candidate for governor on the republican ticket) vice president, Daniel Althen of Beatrice, Neb., secretary and treasurer and J. B. Romine of Lincoln, Neb., general manager. The main office of the company will be in Omaha and it is a purpose to operate during the exposition to urge visitors who come from the east and south to visit the interior of the state and for themselves the rich rolling prairies with their luxurious coat of green and golden fields of waving grain, dotted with beautiful cottage homes, its villages, towns and cities, churches and school houses, and be convinced that Nebraska is the garden spot of the west. To this end this company will solicit the railroads of the state to make excursion rates so low that prospective buyers can run out over the state and look at the property that this company will have in their catalogue to sell. The books of the company are now open at their office in Omaha for registering farms, ranches, raw lands, mills, manufacturers city and town property that the people have to sell to some one who will visit Nebraska during the exposition.

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