

STORY OF FRENCH CREW

GIVE THEIR VERSION OF LA BOURGOGNE DISASTER.

Claim that the Passengers were Deaf to Reasoning and that Only Italian and Austrian Steerage Passengers were Brutal.

Paris Special: Daynard, engineer-in-chief of the Trans-Atlantic company, states to Gauliers that the Bourgogne in point of water tight compartments, was one of the most perfect vessels afloat, but that any vessel, if struck amidsthips as it was, is at an enormous disadvantage compared with the striking vessel. He cites cases of the British warships Victoria and Camperdown as examples and the loss of the Cunard's Oregon in identical circumstances with the Bourgogne.

New York.—Consul General Bruwaert, representing the French government in this city, told the history of the wreck of La Bourgogne as he got it from the crew of the ship. Mr. Bruwaert tells the story as follows:

When the collision occurred Captain Deloncle was on the bridge. Seeing that the ship had been hurt by the collision, the captain ordered the ship steered for Sable Island. At this time he did not know the extent of the injury to the ship, but he ordered the twelve lifeboats to be manned by the crew. The men responded quickly to the order, and remained at their posts.

He signaled from the bridge to officers below deck to ascertain the extent of the injuries below. He received no response to the signal. About eight minutes after the captain had signaled below and received no answer the fourth engineer, Laise, rushed up to the captain and told him the side of the ship was cut open and water pouring into the machinery compartments.

The captain ordered the boats lowered. The ship was stopped about this time. Passengers from all parts of the ship came rushing on the deck and ran about in a panic. They got in the way of the sailors and pushed them away from the boats as they were lowering them.

Before the boats could be got from the davits and ready to launch the ship lurched to starboard, throwing the passengers overboard. The slant of the deck was so steep that passengers could not stand upon it. The passengers of the first class came ashore from their rooms to the port side of the ship and against the protests of the sailors clamored into the six boats there.

A list to starboard made the big boats swing on the inward and turned the davits back against the sides of the cabin. The sailors tried to get the passengers to leave the boats and in some cases tried to force them out, that the boats might be lifted up. The passengers could not be induced to leave the boats, as a crowd of steerage passengers appeared ready to take their places. The sailors implored away at them and could not budge them and gave up in despair.

THREE BOATS ARE SMASHED.

On the starboard side three boats were smashed by the Cromartyshire in the collision. Boat No. 7 was filled with women and other passengers and had been launched successfully, when the big funnel fell, crushing the boat and killing most of those in it.

Twenty Austrian sailors from the steerage seized boat No. 11. There was room for fifty in the boat, but passengers and crew were fought off by the men in it. Passengers in the water tried to get aboard, but were pushed off.

Boat No. 9, filled with passengers, got off successfully. It had some fifty-three aboard, including its crew.

The one boat of the port side, where the first class passengers had rushed after leaving the starboard side, was No. 8. The sailors around it succeeded in getting it launched, leaped into it as the ship went down, and picked up passengers enough from the water to fill it.

Passengers were also rescued from the water by the only raft saved.

Boats from the Cromartyshire came up as the ship sank. Two good boats and part of the third, smashed boat, to which passengers were clinging, were taken to the sailing ship. The boats manned by the crew of the Bourgogne and the English ship circled about where the big ship sunk picking up survivors.

The French consul said that the sailors swore that the compartment doors were closed. The consul says he made the investigation carefully and the stories of the men agree.

THROW AWAY LIFE PRESERVERS.

The sailors say the life preservers were furnished by the crew to the passengers, but they were in a complete state of panic and threw them away in many instances.

Consul Bruwaert inquired particularly as to the fighting among the crew of passengers. All the stories of the wrecked men agreed that neither men from La Bourgogne crew for passengers did any fighting, excepting the Austrians and the Italians. Most of the fighting was done by the Austrians in the single boats.

Among the callers at the steamship company's office today was Brother Romaine, a survivor. He said that his own experience would not bear out the criticisms of La Bourgogne's crew. He said the officers of the ship were in their places doing everything they could to restrain the panic among the passengers.

A sailor came to him and asked him if he could swim. He told him he could. The ship's man pointed out something in the water and told him the best thing he could do was to swim for it. The sailor took him by the arms and threw him as far from the ship as possible to prevent being caught in the whirlpool.

Roy Hamilton, the 13-year-old son of Charles W. Hamilton, who lives near Ellis, lost his left hand this evening in an explosion. He and his brother had made a cannon out of gas pipe which they used the Fourth, and which was the cause of today's accident. The boy's face is also badly burned with powder and his eyes are seriously injured.

GREET NEW YORK SOLDIERS

Omaha People Gave Them a Warm Reception.

Omaha.—Excepting only the memorable farewell given to the Omaha Guard and the Thurston Rifles, the most notable reception given by Omahans to any military companies of regiments was that at the station of the Union Pacific railroad Saturday when the First regiment of the New York volunteer infantry passed through the city en route to San Francisco. Over 3,500 citizens, a large majority of whom were fair women, greeted the New Yorkers most cordially, served them with substantial refreshments, decorated them with flowers and sent them westward with many a heartfelt god-speed.

The program arranged by Mayor Frank E. Moors and other loyal citizens was well carried out, and though it was at night before the last section of the regiment passed through the city, none of the soldiers were allowed to leave the station unreminded of the good will of the people of Exposition city. At the blowing of the big whistle of the Bemis Bag company shortly before 4 o'clock, the citizens of all sections were notified that they had an hour to get to the railway station to welcome the eastern soldier boys. They responded numerous and quickly. They came from as many sections of the city as the shrill blasts of the powerful whistle penetrated, and that term included the streets of all sections and of all nations. From all quarters the people came, and one that did not bring some token of regard for the Empire State volunteers. By 5 o'clock the crowd at Tenth and Mason streets had completely overrun both of the railway stations and the extensive platforms picked out points of vantage on the colonades and balconies of the Burlington's new depot. The east side of the Tenth street viaduct was soon crowded with an animated throng. The roof of the Union Pacific station was easily climbed, and the tops of freight cars and coaches standing about were made to hold several hundred spectators.

It was just a few minutes before 5 o'clock when the lookout, seated away on top of the Burlington station, cried down to the big bundle of humanity below. "Here they come, and a mighty yell went up to the lookers on, but little could be heard. If there was a big crowd before there was twice as large a one within two minutes. Where they came from it was hard to tell, but they rushed out pell-mell, all enthusiastic to extend a cordial greeting and a bite to eat to the eastern boys. The train was a long one, and was drawn into the station slowly in order to avoid accidents. There were ten tourist sleeping cars and one standard sleeper, all belonging to the Wagner company, a freight car and a caboose, drawn by a big locomotive from the Omaha shops of the Union Pacific.

Before the train pulled out New York boys took away the hats of the Omaha girls, while others wrote their names and addresses on the cuffs and collars of the best Omaha shirt waists. Cheers by the New Yorkers for Omaha, and return cheers by the Omaha for New York, came thick and fast. From the sandwiches and the cake, the lemonade and the pies, the cigars and smoking tobacco, and the pretty flowers and the readable magazines and papers. The system for the distribution of these favors had been well arranged. There were five heavily loaded carts, each in charge of a selected committee of Omaha women. Fifteen minutes before the train arrived Mayor Moors explained just what each one was to do, so that when the military train rolled in every one who was to help serve the soldiers knew his part, ready, willing and able. Davy O'Brien chuckled as he saw the boys relish several gallons of his ice cream.

There were others. H. K. Burkett, Clement Chase, Judge Fawcett, C. E. Squires, W. F. Bechel, J. A. Huhn, S. A. Hutchinson, W. S. Strawn and scores of other leading citizens had their coats off and worked like troopers in their every word and action. From the rear sleeper, all were liberally supplied. Emil Brandeis was on hand to see the soldiers enjoy the 1,000 pies that the Boston store contributed, and which Dave O'Brien chuckled as he saw the boys relish several gallons of his ice cream.

The statement cabled by the correspondent here of the Associated Press on July 2 that he had learned of the best authority that Germany, France and Russia had reached an understanding relative to the Philippine islands, by which, when hostilities cease, they will combine to prevent the United States or Great Britain gaining possession of the Philippine islands and that when the war is over an international congress will be proposed, similar to the Berlin congress of 1878, to settle all questions connected with the war, at which meeting Germany will demand a slice of the Philippine islands or other compensation in the far east, remains uncabled to the Associated Press, a carefully worded denial officially issued by a news bureau here on July 3.

As a matter of fact, the correspondent of the Associated Press has secured corroborative details showing that the negotiations between the three powers are still proceeding, and that while it is not intended to exclude Great Britain, Austria, France and Germany will take the initiative, provided, naturally, that the situation at the close of the war seems to them to call for a settlement of the Philippine question by an international council.

The government press, of course, is furious at this important news leaking prematurely, and some of these papers have gone to the length of threatening the correspondent of the Associated Press with expulsion from Germany. On the other hand, some government papers now admit the truth of the news cabled to the Associated Press.

The Paris correspondent of the Kruezn Zeitung significantly says: "It is feared in Paris that delicate and difficult negotiations are necessary between

GERMANY DOESN'T LIKE IT

TRIES TO BELITTLE UNCLE SAM'S VICTORY.

Daily Papers of Germany Very Bitter Against the United States—Philippine Question Stirs Them Up Greatly.

Berlin.—The remarkable speech delivered by the United States ambassador, Mr. Andrew D. White, at the Fourth of July celebration by Americans at Leipzig on Monday last, has divided the attention of the German press all week equally with the latest developments of the war between Spain and the United States. The speech is universally characteristic as a political emanation of prime importance. The attendant circumstances, too, were of an unusual character.

Mr. White, in an interview with the correspondent here of the Associated Press, said: "Never in my life have I seen such a scene of fraternization of Americans and Britons. The flags of both were intertwined around the hall, and a number of prominent Englishmen residing in Germany remarked which was undoubtedly to the President of the United States was received with tremendous enthusiasm by every one present."

The reception by the German newspapers of Mr. White's speech varied greatly. Many of the papers suppressed those portions of the ambassador's remarks which were unfavorable to Germany or Germans. Others pretended to be unaware of any systematic unfriendliness toward the United States on the part of the Germans. The Post of this city, in addition to admitting a few days ago that the speech would materially help to dispel the unfriendly feeling which threatened to arise between the Americans and Germans, promises to co-operate with Mr. White in establishing better feeling between the two nations. The government press thus far has been mute, but the correspondent of the Associated Press here learns that the government will take an early opportunity to refer to the speech of the United States ambassador.

A remarkable article has appeared in the Deutsche Zeitung, the leading organ of the Pan-German party. After approving of Mr. White's speech and recommending the Americans of the past close relations between the two countries, the paper asks:

"How has the United States treated us in return? How has she thanked us for past favors during the last decade? The United States throughout has been unfriendly to us in its economic, commercial and political course, and has treated us worse than any other European state. She has been guilty of the breach of a solemn pledge, testified by her own president, Cleveland. From these causes flows the antipathy undoubtedly prevailing on our side against the United States, an antipathy which is justified and which is by no means confined to newspapers and papers, but extends to all the German press, with the sole exceptions of Barth's Die Nation and Liebknecht's Vorwaerts. It is in this direction that the cure can be found for German antipathy for America and Americans like Mr. White ought to try to remedy and remove the causes of friction, and Germany has always been just and fair even to her enemies. Let the United States begin to be just and fair to its most meritorious friend."

The Vorwaerts says: "It were folly to disguise the fact that the relations between the German and the American governments are no longer as friendly as could be wished in the interests of Germany and peace. Certainly the German government has not thus far taken a step which America would be justified in calling a breach of neutrality; but it is equally certain that the belief is general in America that Germany's policy, although formally neutral, is anything but sympathetic. Judging impartially, we must admit that the Americans have reason to believe that Germany lacks good intentions. Since the outbreak of the war not only the entire government press but nearly the whole of the rest of the press have sided with Spain against America."

"But even worse, the German press, even those in close touch with the government, have stated that Spain was on the point of ceding Manila and the Philippine islands to a neutral European power." It answered immediately to this statement, pointing out that a neutral power accepting such a gift would create a casus belli, and the session was not effected. But it is probable that the plan existed and that Spain was approached by the Berlin government with such proposals.

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The Paris correspondent of the Kruezn Zeitung significantly says: "It is feared in Paris that delicate and difficult negotiations are necessary between

the powers in the Philippine question, and it will be almost impossible to maintain much longer the neutralities which have so far been maintained."

Editorial in the Kruezn Zeitung, which has the closest relations with the courts of the foreign office here, confirms the above, and several other indirectly foreign papers express themselves in a similar sense, though even more moderately. In this connection it is remarkable that the Deutsche Zeitung in an editorial deprecates the German foreign officers' recently adopted habit of deprecating any intention of profiting by the situation created by the war to the extent of taking "what can be gotten."

TELL HOW IT HAPPENED.

Spanish Account of the Great Naval Battle.

San Juan.—Adolphus Krenter, executive officer of the Spanish cruiser Cristobal Colon, has written an official account of the movement of Admiral Cervara's squadron in the battle. The Colon came out last, at full speed, and tried to escape the Brooklyn and Oregon, but was compelled to beach six miles west of Santiago at 1:15, and not at 2 o'clock, as stated in Admiral Sampson's report.

The translation of the letter by Executive Officer Krenter is as follows: "About 9 o'clock the squadron got under way, the ships one cable's length from each other. At 9:30 the Infanta Marie Teresa entered the entrance of the harbor without receiving any fire until it had passed the Morro. The Vizcaya felt the fire when at the head of the entrance, as well as the Cristobal Colon and it is certain that the Amirante Oquendo opened fire while within the channel.

"When clear of the entrance the Cristobal Colon went ahead at its maximum speed. The Infanta Marie Teresa, at 9:30, went hardly clear of the entrance, was seen to be on fire in the after part and a few moments afterward was headed for the beach. A quarter of an hour later the Amirante Oquendo was seen to be on fire and it, too, was headed for the beach at the same place.

"The Vizcaya and the Cristobal Colon continued the fight. The former, about 11 o'clock, seeing itself overhauled by the Brooklyn maneuvered as if to ram and without doubt at that moment must have received the projectiles that started the fire on it and it was seen to be on fire in order to strand itself.

"The Cristobal Colon alone remained, sustaining the fire of the Brooklyn, the only ship within range, but a few moments later it observed the Oregon closing up, and later the same with the other ships.

"The projectiles of the Oregon began reaching us 1 p. m. and that, together with the fact that it was impossible to fight with the after guns on account of the lack of large caliber pieces, and certainty of being overhauled by the whole American squadron in a few hours, left no other remedy than to beach our vessel in order to avoid useless sacrifice of life.

"The admiral made no signals while on sea, instructions for forcing the blockade having been given the captains at a meeting which took place on the morning of the previous day."

STATIONED AT HONOLULU.

First New York Regiment to Be Landed There.

Washington, D. C.—Adjutant General Corbin Saturday telegraphed Major General Otis to send a regiment of infantry to Hawaii as a garrison at Honolulu.

He suggested in his telegram that the First New York regiment of volunteer infantry, now en route for San Francisco, would be an excellent regiment for this duty. It is understood that the secretary of war is exceedingly anxious to send the First New York to the Hawaiian islands, as he considers that this regiment is one of the best offered, best equipped and organized regiments in the volunteer army.

Major General Otis has been directed by the secretary of war to accompany the expedition to Honolulu. General Otis will only remain in the Hawaiian islands long enough to establish the regular army and is a graduate of West Point. An army officer is quoted as saying that Colonel Barber was considered by the secretary of war and the adjutant general to be one of the ablest officers in the volunteer army.

This regiment is exceptionally well equipped and organized and is ready for immediate service at any place to which it may be sent. The standing army of Hawaii, which this force will supplement, consists of about 100 men and a band.

The regiment that will leave San Francisco for service in the Hawaiian islands will be transported in the two steamships Pennsylvania and Romania. These vessels are capable of carrying about fifteen hundred men, with the necessary equipment, ammunition and supplies. As soon as they have landed the troops at Honolulu they will return to San Francisco and will be utilized to take troops to Manila in the sixth, and it is hoped the last, Philippine expedition.

Both to Be Promoted.

Washington.—The President has determined to promote Acting Admiral Sampson and Commodore Schley in recognition of their services in the destruction of the Spanish fleet in American waters, but is as yet undecided as to the extent of promotion.

Although Admiral Sampson ranks Commodore Schley in command of the naval forces in Cuban waters he is subordinate to that officer by two numbers in the naval register. Commodore Schley stands number eight in the list of commodores and Sampson stands number ten, having been promoted to that grade within the last week.

Commodore Watson, also on duty with the fleet, is senior to both of the others, standing number six in his grade.

When an official report is received a decision will be reached as to the extent of promotion to be made.

SHAFTER REFUSED THEM

SPANIARDS WANTED TO TREAT WITH ARMS.

Proposed to Surrender Santiago If Allowed to Withdraw Their Army—Proposition Was Rejected by American General.

Washington, D. C.—The great battle expected Saturday did not take place, although the armistice expired at noon and the armies on both sides lined up for battle. The reason was that the Spanish commander, who had been in correspondence by telegraph with his home government, was seeking to make terms with General Shafter.

He was willing to give up Santiago without resistance if allowed to retreat with all his men and arms across the island, but this idea was not entertained for a moment by our government. On the contrary, every effort will be put forth to seal up all avenues of escape from Santiago and to compel the final surrender of the Spanish army.

To have allowed them to make their way unmolested into the interior would have amounted simply to re-inforcement of the garrison of Havana by these thousands of trained soldiers who have proven their courage as worthy foemen in the fighting in the trenches. On the other hand, to compel their surrender it is believed would certainly produce an enormous moral effect both in Havana and in Spain itself, and thus tend to the early conclusion of the war.

Secretary Alger and Adjutant General Corbin were in quick communication with General Shafter at Santiago during the day. Both officers, however, decline positively to give out for publication any dispatches relating to the negotiations that are going on between General Shafter and General Linares or to confirm any of the rumors that were flying through the corridors all day. Nevertheless, it was evident from their manner that a crisis had been reached so far as Santiago was concerned, and that as matters stood at the close of the day there was no reason to be dissatisfied with the outlook.

It is known that General Shafter has lost nothing by the armistice, his men are rested, the commissary has improved, the roads have been cleared and his artillery is now almost completely placed in a most effective manner. None of these things existed at the beginning of the armistice.

On the other hand the Spanish forces have largely diminished their slender stock of provisions and have steadily lost in confidence. As soon as they are convinced they will be humanely treated and fed and will not be subjected to inhuman treatment (and the war department proposes that they be so treated) thus treated, it is expected there will be many desertions from the Spanish lines.

There is strongest disposition on the part of the strategists not to entertain favorably the proposition said to be under consideration at Madrid looking to an armistice of ten days' order, with the condition that the Spanish army be retained in their positions. They believe the United States has everything to lose and nothing to gain by such a proposition. During that time Camara's fleet might find lodgment in some strongly fortified coast town like Ferrol and thus elude Watson's pursuit. However, history shows "victorious" armies were always averse to ceasing operations until unconditional capitulation is made, and it requires the strong hand to bring about armistice before reaching a common understanding.

Admiral Sampson contributed nothing further during the day to his first dispatch announcing the possibility of saving the Spanish ships Colon, Marie Teresa and Vizcaya. Telegraphic difficulties have been encountered, but it is not believed there is anything of importance for the admiral to chronicle today.

Naval officers feel that another change may have to be made in the make-up of the eastern squadron which is to strike a blow against the Spanish coast, as the battleship Iowa suffered some hard knocks during the recent naval battle with Cervara's squadron and it may be necessary to substitute one of the other battleships pending repairs of the Iowa.

No decision has been reached thus far, as the department has not received the report showing the exact condition of our ships after the battle. In the meantime the Associated Press interview with Captain Robley Evans of the Iowa leads the naval officers to believe that the Iowa will require considerable overhauling before she is ready for a trip across the ocean.

EVANS VIEWS IT LIGHTLY.

According to Captain Evans' story of the battle, the Iowa was struck twice by Spanish shells and one exploded while the other was embedded unexploded near the water line of the ship. This last shot may prove troublesome, as an unexploded shell near the water line is not a desirable adjunct to the battleship. From the light manner in which Captain Evans speaks of the matter it is not considered serious here, but it is probably enough to prevent the Iowa from accompanying the squadron to the coast of Spain. The decision will not be made until the report is received on the condition of the ship. Either the Massachusetts or the Indiana will be substituted for the Iowa if it be found necessary to make the exchange.

Either of them is as formidable as the Iowa. Their four large guns are of the thirteen-inch type, while those of the Iowa are twelve-inch.

In other respects their batteries are similar to the Iowa. They are commonly regarded as rather better sea-going ships than the Iowa.

The department has not decided to increase the number of Watson's ships, as it is reported that the list announced yesterday is quite ample to take care of Captain Camara's squadron now returned hastily to protect the coast of Spain. Camara's only armored ships are the Delays and Carlos V, the former of 9,500, the latter 9,000 tons. They are outranked in every particular by ships of our squadron, armor, speed, size of guns and general effectiveness.

One noticeable peculiarity about our naval triumphs is that the best of them happened on Sunday. "The better the day the better the deed."

SMOKELESS POWDER.

Something That Our Army and Navy Sady Needs.

New York.—The Times dispatch from Washington says: Later stories from Santiago about the engagement between the fleets of Sampson and Cervara dwell with particular stress on the inconvenience and distress caused the American gunners by the use of the old-fashioned smoking powder. It is not doubted by ordnance experts that the winking of the flying Spanish ships would have been accomplished even more promptly than it was had our guns been fired with smokeless powder. As it was, in the mad succession of shots fired, our vessels were so enveloped in the smoke of their own guns that many a shot went wild.

Inquiry at the ordnance bureau of the navy department as to the prospects of our ships being supplied with smokeless powder elicited the information that there is no probability of this being done generally for a considerable length of time. Commodore O'Neill, chief of the ordnance bureau, said the bureau had placed very large orders with private firms for smokeless powder, and that large amounts of it were being shipped to Santiago. It would take a long time, the commodore said, to supply the fleet with a considerable quantity of ammunition likely to be used there it would be difficult, with the present facilities for manufacturing the powder in this country, to keep them supplied. The hope could not be held out that the navy would be able to supply the fleet with powder generally at an early date. The Navy in the Marbled are supplied with the new powder, but the others are stocked to a large extent with black powder. It appears the chief reason the navy was not supplied with smokeless powder at the beginning of the war was that the ordnance experts were not satisfied with the powder used by other nations, and were experimenting with a powder of their own which had not been perfected at the time. A powder of American invention has been made by the navy on an experimental scale which it is believed is superior to that made abroad.

Representative Hull, chairman of the house military affairs committee, has this to say in regard to the use of smokeless powder: "The trouble is that we could not get the smokeless powder at the outbreak of the war. It is an American invention. There are no other countries no facilities to produce it in sufficient amount. Congress long ago should have provided for the manufacture of such powder in this country. Contracts should have been made so as to warrant manufacturers of this product. But it costs a little more than other powder, and so many of our people in congress thought we never would have a war, and therefore would not prepare for the possibility. We tried to buy it abroad when the war came, but Spain had bought it all there. I think the fault lies with our congressional system."

"What is going to be done about it?" was asked.

"There is nothing in contemplation in congress. I wish the department would take the matter in hand and make contracts."

Representative Loudenslager of New Jersey, a member of the committee on naval affairs, said: "I think every one will admit the desirability of providing sufficient quantities of smokeless powder for the army and navy. As long ago as the time when the Dingley tariff bill was considered, I urged a protective tariff upon the manufacture of that article in this country. Several manufacturers are being conducted on a small scale in the United States, but the competition of cheap European labor keeps them down. The house committee my suggestion as to the tariff on smokeless powder, but the senate modified the rate."

"There is a smokeless powder factory in my district, but was not only looking at the protection of the American industry, I was looking ahead to the time when the government might need powder in greater quantities and in quicker time than the limited capacity of our present factories would produce it. It would have been very fortunate if we could have obtained as much smokeless powder as we wanted for this war, and if our people were engaged in this manufacture."

"The house committee on naval affairs," continued Mr. Loudenslager, "did all it was asked to do in connection with furnishing powder. The first appropriation contemplated was for \$1,000,000 for smokeless powder. This was subsequently reduced to \$250,000 because the department could draw upon the \$50,000,000 emergency appropriation for the purpose. We also gave \$90,000 to increase the government plant at Newport for the manufacture of this explosive. I believe the government ought to make smokeless powder and keep large stocks of it on hand for emergencies."

Representative Myer of Louisiana said: "There is no question as to the desirability of supplying ourselves with smokeless powder. We tried to obtain it before the war, but the output of the material is so limited that difficulty was found in obtaining it. I favor the general use of smokeless powder and think the experiences of this war show that we will have to get it in the future."

Representative Butler of Pennsylvania, a member of the committee on naval affairs, also said: "There is no division of sentiment, I imagine, as to the necessity or the desirability of obtaining smokeless powder for the army and navy. The committee on naval affairs favorably considered the communications of the department in this respect, but it was impossible at the breaking out of the war to lay in a stock of the powder sufficient for all purposes, as the output was too limited and there was too heavy a demand for it from other countries." Senator Hale, chairman of the senate committee on naval affairs, said: "The question of providing smokeless powder for the navy is one to be dealt with in the war department. We have given to the department every dollar they have asked for. I have no doubt they are doing the best they can in that respect."

Senator Hanna, a member of the committee on naval affairs, said: "I am decidedly in favor of smokeless powder. I think the question of the kind to be used in the navy is a matter to be acted upon by the ordnance department. They have the funds to furnish the munitions of war."