THE RESERVE OF THE PARTY OF THE

with the president and the cabinet, our councillors and all officially concerned with from the scene of the explosion.

The waste was carefully looked after on

was announced as soon se the reading of the journal was concluded. The thronged galleries were hushed as the cierk carried the document down the main alale and piaced it on the speaker's table. Speaker Reed himself broke the large red seal of the envelope and without so much as looking at the measage handed it to the clerk, at the same time amouncing in a clear, distinct

"A message from the president of the No presidential message was ever listened to with such breathless interest. Members every word. When the reading of the message was concluded a wave of applause swept over the floor and galleries. The ence of the message to the committee on foreign relations under the rules.

Mr. Balley, the democratic leader, arcse and said he understood the message would take that course without debate under the rules, but asked if the report of the board of inquiry had not accompanied the cnessage. The speaker replied that a foot note to the message contained the information that the report and testimony had been transmitted to the senate.

Would it be in our power to ask manimous consent to set apart Wednesday for the consideration of the message?"
asked Mr. MoMillan (dem. Tenn.)
"The chair thinks not," replied the

Meantime Mr. Walker (rep. Mass.), was or his feet and when recognized he acnounced, as dean of the delegation, the death of his colleague, Representative Sompkins. The usual resolutions were adopted, the speaker opointed the following committee to attend the funeral: Messrs. Gillett, McCall, Moody and Lovering of Massachusetts; Cousins of Iowa; Foss of Illicois, Littaur of New York, Newlands of Nevada, and Berry of Kentucky, and then, at 12:18 p. m., the house, as further mark of respect, adjourned.

BIG JAM IN THE SENATE CHAMBER Galleries Filled Within an Hour

WASHINGTON, March 28.-Despite the rain at any moment, crowds almost unprecedented in size flocked to the capital today of the Maine court of inquiry. By 8 o'clo.k people were waiting outside of the senate wing of the great marble pile, and when the doors to the senate galleries were opened at 9 o'clock the rush for seats began. Within an hour every available inch in the senate public galleries was occupied, and the re-served galleries were packed to the doors by 11 o'clock. Thousands of persons who arrived long before the senate convened failed to gain admission even to the upper corridors of the senate, so great was the jam, In the diplomatic gallery were Mr. Abner McKinley, the president's brother, and Mrs. Captain Sigsbee. The attendance of senators was unusually large. It was quite deeply in erested in the proceedings is was the general public. Every senator at the capital was in his seat when the gavel of the

At 12:01 Major Pruden, executive secretary to the president, delivered to the senate the message of the president transmitting the long-expected end much dis-As Major Pruden was recognized by the vice president there was a hush in the chamber, majority of the spectators expecting that be message and report were to be read to the scrate immediately.

Routine business, however, was taken up for a time. At 12:12 Mr. Morgan of Alabama demanded the reading of the president's message. Instabily there was a hush in the . Vive President Hobart laid the before the senate and its reading to the reading of the message by every person within hearing. Around the inner semi-circular walls of the chamber many of those entitled to the floor stood. Among these were two score or more of the members of the bound of the same same same and the floor stood. This break is now about six feet belowing. This break is now about six feet belowing. two score or more of the members of the house of representatives. As that part of the message summarizing the findings of the court was read people scarcely breathed, so intense was the interest in the document. At the conclusion of the reading of the message, Mr. Davis (Minn.), chairman of the committee on foreign relations, amid a buzz of whispered conversation, rose and re-quested that the findings of the court of inquiry be read. In reading the findings the clerk experienced great difficulty, as they had not been placed in typewritten and were blindly written. It was so ordered. Mr. Lodge. (Mass.), introduced a resolu-tion that 2,000 additional copies of the message, findings and testimony be printed for use of the senate. The resolution was

WRECKED BY EXTERNAL FORCE.

Full Text of the Findings of United States Court of Inquiry WASHINGTON, March 28.-The following is the full text of the report of the court

of inquiry on the Maine disaster: KEY WEST, Fla., Monday, March 21 1898.—After full end mature consideration of all the testimony before it, the court finds as follows:

1. That the United States battleship Maine arrived in the harbor of Havana, Cuba, on the 25th day of January, 1898, and was taken to buoy No. 4, in from five and one-half to six fathoms of water, by the regular government pilot. The United States consul general at Havana had notified the authorities at that place the previous evening of the intended arrival of the Maine.
2. The state of discipline on board the

Maine was excellent, and all orders and reg ulations in regard to the care and safety of the ship were strictly carried out an munition was stored away in accordan with instructions, and proper core was taken whenever ammunition was handled. Nothing was stowed in any one of the magazines or shell rooms which was not permitted to be stowed there. The magazines and shell rooms were always locked after having Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at

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 ten-inch magazine and that did not explode at the time the Maine was destroyed.

The torpedo war heads were all stowed in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine. The dry gun cotton primers and detonators

Keep

Easy to say, but Well how shall I do it?

mon sense way-keep your head cool, your feet warm and your blood rich and pure by taking Hood's Sarsaparilla. Then all your nerves,

In the muscles, tissues and organs will be Spring properly nourished.
Hood's Sarsaparilla builds up the system, creates an ap-

petite, tones the stomach and gives strength. It is the people's Spring Medicine, has a larger sale and effects more cures than all others.

There were no preliminaries. While the journal was being read Chief Executive Clerk Pruden appeared with the measage, which the commanding officer.

austibles of this nature were stowed on o

above the main deck and could not have had enything to do with the destruction of the Maine.

The medical stores were stowed aft under

the ward room and remote from the scene of the explosion. No dangerous stores of any kind were stowed below in any of the other store rooms. The coal bunkers were inspected. Of those bunkers adjoining the forward magazine and shell rooms, four were empty, namely B3, B4, B5, B6, "A15" had been in use tha

day and "A16" was full of New river coal.
This coal had been carefully inspected before receiving it on board. The bunker
in which it was stowed was accessible on
three sides at all times, and the fourth side at this time on account of bunkers B4 and B5 being empty. This bunker, A16, had been inspected that day by the engineer officer on duty. The fire clarms 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 auxll- | the great disaster was called to give his iary purposes only, with a comparatively low testimony. pressure of steam, and being tended by a reliable watch. These bollers could not have caused the explosion of the ship. The four forward boilers have since been found which gives all the obtainable facts. No by the divers, and are in a fair condition. On the night of the destruction of the Maine everything had been reported secure for the night at 8 p. m., by reliable persons, through the preper 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 the 15th day of February, that showing the bottom plates on the port 1898, in the harbor of Havana, Cuba, being side of the ill fated Maine to be bent inward at the time moored to the same buoy to and upward, a result that birdly could have which she had been taken upon her arrival. followed anything save an explosion from There were two explosions of a distinctly the outside different character, with a very short but A mass distinct interval between them, and the forward part of the ship was lifted to a markel 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 dark and lowering clouds which portended 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 in expectation of hearing the formal report | more of the forward magazines of the Maine

The condition of the wreck:

4. The evidence bearing on this, being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, al-though it was established that the after part of the chip was practically intact and sank in that condition a very few minutes after the destruction of the forward part. The following facts in regard to the for ward part of the ship are, however, estab-lished by the testimony: That portion of the port side of the protective deck, which extends from about frame thirty to about frame forty-one, was blown up aft, and over to port. The main deck from about frame thirty to about frame forty-one was blown body, despite the dignified reserve in which many of them were wrapped, were quite as This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of Maine,

5. At frame seventeen, the outer shell of the this from a point cleven and one half feet from the middle line of the ship, normal position, has been forced up so as to be now about four feet above the surfac 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 fifteen feet broad and thirty-two feet in length (from frame seventeen to frame twenty-five) is doubled back upon itself against the continuation of the same plating extending forward.

ion.
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 eighteen, and somewhat on the port side of the ship. court finds that the loss of the Maine, on the occasion named, was not in any respect due to fault or negligence on

the crew of said vessel, 7. In the opinion of the court, the Maine was destroyed by the explosion of a submarine mine, which caused the partial ex-plesion of two or more of her forward

8. The court has been unable to obtain evidence fixing the responsibility for the estruction of the Maine upon any person

W. T. SAMPSON, Captain U. S. N., Presi-A. MARIX. Lieutenant Commander U. S. N., Judge Advocate.

The court, having fluished the inquiry it was ordered to make, adjourned at 11 a.m. to wait the action of the convening

W. T. SAMPSON, Captain U. S. N., Presi-A. MARIX, Lieutenant Commander U. S. N., Judge Advocate,

United States Flagship, New York, March 22, 1898, off Key West, Fla.

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

M. SICARD, Rear Admiral, Commanderin-Chief of the United States Naval Force on the North Atlantic Station.

MOVEMENTS OF NAVAL VESSELS.

Transferring Revenue Cutters to Naval Service. WASHINGTON, March 28.-Commander Horace Elmers has been detached from Cramp's navy yard and ordered to com-mand "the mosquito fleef," to be formed of all small craft that can carry a gun.

The Cincinnati and Castine have arrived KEY WEST, Fla., March 28 -The United States cruiser Nashville sailed this morning for the Tortugas islands. The departure of the Nashville is in connection with the laying of the proposed cable to the Tortugas The work of painting the war ships was continued today and will probably be finished

by tonight. The cruiser New York, which on Saturday was painted black, is being repainted a lead olor today. YORK, March 28.-The revenue MBM

cutter Hudson, under command of Lieuten-ent Newcomb, which has been ordered to Key West, will not sail until Thursday Second Lieutenant J. H. Scott of the revenue cutter Manhattan has been transferred to the Hudson as executive officer. Lieutenant H. S McClellan of life saving district No. 3 has been detailed to the cutter Daniel Manning as executive officer and will join it at Boston. Chief Engineer Webster of the cutter Chandler has been added to the cutter Morrill as chief engineer of that boat and will join it at the Norfolk navy yards, and Second Lieutenant G. O. Cardon of the Manhattan has been transferred to the cutter

Merrill as watch officer.

Chief Engineer J. W. Collins of the revenue marine service returned to New

will receive its armament and proceed to fire alarms in the bunkers were sensitive.

TESTIMONY BEFORE

of the Maine. BEAR OUT THE FINDINGS RETURNED

Detailed Statements Relating to the Wreck

Ensign Powelson, Captain Sigsbee Consul Lee, Divers and Others

Tell What They Know

of the Matter.

WASHINGTON, March 28.-The Immense mass of testimony taken by the Maine court of inquiry was sent to the senate today, and with the president's message and findings of the court, referred to the committee on

foreign relations. The testimony was taken on eighteen different days, the fourteenth day, however, being devoted to viewing the wreck. Every witness who was known to have

any information that could throw light upon The story of the destruction of the vessel is told, not graphically, but in a manner

ment and incident connected with the Maine from the time it left Key West until the last diver examined the wreck, slowly sink-ing in the mud of Havana harbor, is given. It is a story intensely interesting to the people. Those who read it could have little doubt as to whether there was an internal or external explosion. Perhaps the most significant testimony i

A mass of testimony is submitted show-

ing the care exercised on board the ship by Captain Sigobee and his officers, and

the upparent impossibility of an accident occuring by any internal cause, such as the heating of bunks or spontaneous combustion, on which so many theories were based. The testimony of Captain Sigsbee is of the greatest importance, and perhaps is of more general interest than that of any other man called before the board. With great care and minuteness he gives an account of management of the ship, how it was handled, what was done from day to day on board, how it sailed into Havana, its anchorage and what he knew about it, and in fact every point upon which the govern-ment and the country desires to be informed.

Nothing in Captain Sigsbee's report shows

that the anchorage was changed, or that i

was considered dangerous by anyone. Second to the importance of the testimony of Captain Sigsbee is that of Ensign Powelfrom day to day what they found. This officer was minutely informed as to the about it. His testimony was to a certain extent technical, bearing upon the construction of the ship, its plates, etc., but it was from these plates and this technical knowledge that he was able to declare that the explosion took place from the outside.

The divers, Morgan, Olsen and Smith, all contributed important evidence. They testi-fied that the plates were bent inward on the bottom port side and outward on the star-

Nothing in the testimony fixes responsibility, no conspiracy is apparent, no knowledge of the planting of a mine is shown. Captain Sigsbee states that a somewhat bitter feeling existed against the American ship and Americans generally, and a witness whose name is suppressed tells of over hearing a conversation among Spanish offi-cers and a citizen indicating a foreknowledge of the destruction of the Maine by intention to blow it up. An official of the American

Spain or its subjects. CONSUL LEE'S TESTIMONY. Consul General Fitzhugh Lee appeared be fore the court on March 8. His testimony related to the official formalities preceding Maine's arrival. On January 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 egular status of naval relations between the two countries, and he was ordered to make arrangements at the palace for the inter change of official courtesies. After a call

at the palace, he sent the State departmen cipher message 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, de-

lay is unimportant was too late, however, the Maine has

already sailed. She arrived next day, and Lee reported her arrival to the State de-

Captain Sigsbee, in testifying before the ourt of inquiry which convened in the harbor of Havana Monday, February 21, said assumed command of the Maine on April 19, 1897, and that his ship arrived in the harbor of Havana the last time January 24, 1898. The authorities at Havana knew of the Maine's coming, Consul General Lee hav ing informed the authorities according to official custom. After he took on an official pilot sent by the captain of the port of Ha-vana the ship was berthed in the man-of-war anchorage off the Machina, or the Shears, which 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 1898. He could not state whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily command of the Ward line steamer City of Washington, es authority for the state ment, 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 to that buoy; that he had rarely known merchant vessels to be anchored there and that it was the least used budy in the harbor. In describing the surroundings when moored to this buoy Captain Sigsbee stated that the Spanish man-of-war Alfonso XII was moored in the position now occupied by the Fern, about 250 yards to the north-ward and westward of the Maine. The Gership Griceenau was anchored at the war LeGaspe, 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 tim of the explosion Captain Sigsbee stated that the night was oalm and still. The Alfonso XII was at the same berth previously described. The small Spanish dispatch boat LeGaspe 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,

CONDITION OF THE SHIP. York from the lakes, where he has been making arrangements to bring two curters about 150 tors, the coal being regularly innow building at Cleveland through the spected and taken from the government coal canals by cutting off their overhang.

The cutter Dexter arrived today from New Bedford and as soon us it has taken on coal and stored it will sail for Norfolk, where it been too long in the bunkers and that the Insofar as the regulations regarding in-flammables and paints on board, Captain Captain L. N. Stoddard, supervisor of flammables and paints on board. Captain anchorage in New York harbor, left for Sigsbee testified that the regulations were Washington today to confer with Captain strictly carried out in regard to storage and Shoemaker, chief of the revenue marine service, relative to the revenue cutters and the laying of cables from Willet's Point to Fort Schuyler and Sandy Hook.

The cutter Manhattan is now undergoing repairs to lts bollers and machinery preparatory to going south for service. repairs to its boilers and machinery preparatory to going south for service.

PHILADELPHIA, March 28.—The cruiser Columbia sailed from League Island navy yard at 3:15 o'clock this afternoon for Hampton Roads.

American Securities Booming.

LONDON, March 28.—On the street American securities were booming at one to three long of the lights before the explosion, but a sudden and total eclipse.

of the disaster the awo after boilers in the after fire room were in use because the hydraulic system was somewhat leaking.

SLIGHT FRICTION. Speaking generally of his relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. The members of the autonomistic 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 wad 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 afterward, and, as he states, was pleasantly re-ceived and his visit was promptly returned by certain members of the council. Later, a party of women and men called and the president of the council made a speech, which Captain Sigsbee could not understand, but which was interpreted to him riefly, to which he replied.
"My reply," said Captain Sigsbee, "was

afterward printed in at least two papers in Havana, but the terms made me favor autonomistic government in the island. I am in formed that the autonomistic government is Havana is unpopular among a large class of Spanish and Cuban residents. I have no means of knowing whether my apparent in-terference 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 affoat 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 Make's arrival a ferryboat crowded densely with people, civil and military, returning from a bull fight in Regla, passed the Maine and about forty people on board indulged in yells, whistles and derisive calls. During the stay in Havana Captain Sigobee took more than ordinary precautions for the protection of the Maine by placing sentries on the forecastle and poop and signal boys on the bridge and on

INSTRUCTIONS TO GUARDS. A corporal of the guard was especially in structed to look out for the port gangway, and the officer of the deck and quartermaster were especially instructed to look out for the starboard gangway; a quarter watch was kept on deck all night, sentries' cartridge boxes were filled, their arms kept loaded, a quantity of rapid-fire ammunition kept in the pilet house and in the spare captain's pantry under the after superstructure were kept additional charges of shell close at the second battery; steam was kept up on two boilers Distead of one, and positive in-structions were given to watch carefully all the hydraulie gear and report defects. He said he had given orders to the master-at arms and the orderly 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 less sight of the importance of the order. He states that

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 Spatish military officers. Once a party of five or said Spanish officers come on board, but, according to the captain, they were constrained and not desirous of acceptconsulate tells of information received anonymously tending to show that a conspiracy existed. But nothing is definitely stated which fixes any responsibility upon Spain or its subjects.

This visit was during the absence of the captain. He said he made to the spain of the captain. He said he made to the spain of the spain of the spain of the spain of the spain or its subjects. with the exceptions stated no military officers of Spain visited the ship socially. tain Sigsbee then went into details regarding the precautions in force, especially in rela-tion to quarter watches, which he said had never been rescinded. One of the cutters was

one of the steam launches, the first, was rid-

IN HIS CABIN WRITING. The captain said the night was quiet and warm and that ne remembered hearing dis-tinctly 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 heading approximately northwest, pointing toward the Shears. He was writing at his port cabin table at the time of the explosion and was dressed. He then went into a description of the explosion when he felt 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 mo-tion of the vessel, then an impression of subsidence, attended by an eclipse of electric lights and intense darkness He thought immediately that the Maine had blown up and was sinking. hurried to the etarboard cab'm port, but changed his course to the passage leading to the superstructure. Then he detailed the memner of meeting Private Anthony, which is much the same as has been published. Lieutcoapt Commander Wainwright was on deck when Captain Sigsbee emerged from the passageway, and turning to the orderly he asked for the time, which was given as 9:40 p. m. Sentries were ordered placed about the chip and the forward magazine flooded if practicable. He called for perfect The surviving officers were about him at the time on the poop. He was 'formed that both forward and after magazines were under water. Then came faint cries, and he saw dimly white ficating bodies in the water. Boats were at cuce ordered lowered, but only two were found available, the gig and whale boat. They were lowered and manned by officers and men, and by the captain's directions they left the ship and assisted in caving the wounded jointly with other boats that had arrived on the Fire amidships by this time was ourning flercely and the spare ammunition in the pilot house was exploding in detail.

ORDER TO QUIT THE SHIP. At this time Lieutenant Commander Wainwright whispered to the captain that he thought the ten-inch magazine forward had been thrown up late the burning mass and might explode any time. Everybody was then directed to get into the boats over the stern, which was done, the captain getting into the gig, and then proceeded to the City of Washington, where he found the wounded of Washing saloon being carefully attended by the officers and crew of the vessel. He then went off 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 a tele-

gram to the Navy department. Various Spanish officials came on board Various Spanish officials came on board and expresses 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 respects. About eighty-four or eighty-five man were found that night who survived. By the time Captain Sisgher reached the quarterdeck it was his impression that an averewhelming explosion had ocion that an everwhelming explosion had occurred. When he came from the cabin he was practically blinded for a few seconds. thought was for the vessel and he took no note of the phenomena of the ex-

In reply to the direct question of whether any of the magazines or shell rooms wer own up the captain said it was extremely difficult to come to any conclusion. The cen-ter of the explosion was beneath and a little 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 maga-zine which contained very little powder. about 300 pounds. The ten-inch magazine was in the same general region but on the star-

in the same general region but on the starboard side. Over the ten-inch magazine in
be the leading room of the turret and in the
adjoining passages a number of ten-inch
ahelis were permanently placed.

According to Captain Sigebee it would be
difficult to conceive the explosion involved
the ten-inch magazine, because of the loontion of the explosion and that no reports show
the same general region but on the starinch in the same general region but on the
the loop in the same general region but on the starton of the explosion and that no reports show
the same general region but on the starboard side. Over the ten-inch magazine in
the lading passages a number of ten-inch
ahelis were permanently placed.

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the ten-inch
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temperature of the magazines, etc., Captain Sigsbee said here were no special regulations of the Itan the usual regulations required by the department. He examined the temperature himself and conversed with the ordnance officer as to the various temperatures and time-contents of the magazines and according to the opinion of this officer as well as Simble, the temperatures were never at the danger point.

RETURNED

RETURNED

RETURNED

RETURNED

RETURNED

To not think there was any laxity in this direction," said the captain in reply to a question of Judge Advocate Marix.

He had no recollection of cuty work going on in the magazine or shell rooms on the day of the expession. The keys were called for in the usual way on the day in question of the way of the disaster the awo after boilers in the affice fire rooms of the disaster the awo after boilers in the agriculture.

To the magazines of the explosion. The captain went into details as to the location of the small ammunition. He said that he did not believe that the forward six-inch magazine went into details as to the location of the small ammunition. He said that he did not believe that the forward six-inch magazine believe that the forward six-inch magazine believe that the forward six-inch magazine went into details as to the location of the small ammunition. He said that he did not believe that the forward six-inch magazine at under the cabin. The guncotton primers and the detonators were always kept in the cabin.

EXAMNIES WRECK HIMSELF.

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 grounds as stated by the Spanish admiral, that the honor of Spain was involved, he forebore to examine the submarine portlon of the wreck for the cabin. and the detonators were always kept in the cabin.

EXAMNIES WRECK HIMSELF.

He stated that he had examined the wreck himself, conversed with other officers and

He said the discipline of the ship was excellent. The marine guard was in ex-cellent condition. The reports of the medical department show that about one man and a quarter per day were on the sick list during the last year. In the engineers' de-partment 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 any vessel on 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. On his examination by the court Captain Sigsbee said that the highest temperature

he could remember was 112, but that was in the after magazine, the temperature in the forward magazine being considerable lower. There was no loose powder kept in the magazine. All the coal bunkers were ventilated through air tubes, examined weekly by the chief engineer, and were connected electrically to the annunciator near his cabin door. The forward coal bunker on the port side was full. The forward coal bunker on the starboard side was half full and it was being used at the time of the explosion.

Captain Sigsbee, being recalled, said he had detailed Lieutenant Commander Wainwright, Lieutenant Holman and Chief Engineer Howell, all of the Maine, to obtain information in regard to any outsiders who may have seen the explosion.

Captain Sigsbee also gave as his opinion that if coal bunker A 16 had been so hot as to be dangerous to the six-inch 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 undue heat.

Captain Sigsbee was recalled and examined as to the ammunition on board the Maine. He said there were no high explosives, gun cotton, 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 command of the ship.

PRIVATE ANTHONY'S TESTIMONY. Private William Anthony of the United States marine corps, whose coolness at the time of the explosion in reporting to Captain ligsbee has become the theme of admiration broughout the world, was the next witness. He testified that he had the first watch rom 8 to 12 o'clock on the night of the exolosion. There was drill that day, and it was not necessary to open the magazines. In response to questions Private Anthony told his

"I was standing on the main deck, just outside the door on the larboard side. I first noticed a trembling and buckling of the decks, and then a prolonged roar-not a short report, but a prolonged roar. The awnings were spread and where the wing awning and the quarterdeck axning should foin there was a space of at least eighteen inches. I looked out and saw an immense sheet of flame, and then I started in to warn the cantain. "Did you notice any perceptible lift to the

ship at the first shock? "At the first shock the ship instantlythat is the quarterdeck, where I was standng-dipped forward and to port, just like hat (indicating). It apparently broke in the middle like that (indicating), and surged forward and then went over to port."

Witness said the upshoot of the flame he saw was well forward. It must have been forward of the superstructure. "I could see the debris going up with it. I do not know what it was, but I saw firebrands golag up." Vas it on the port or starboard side?"

"It looked more to port than it did to star-pard. It looked like it covered the whole It was an immense glare that ilis much as I could see for the awnings."

"Did you see any water with it?"
"I didn't notice that, sir. I started for the cabin at once. closed the brave marine's testimony. Lieutenant A. W. Catlin, who was it charge of the marine guard, said that when the ship went into Havana harbor two extra night sentinels were put on, one in the fore-castle and one in the poop, armed with rifles. They had special orders to challenge ill boats which approached the ship near enough for challenge. There was a picked man on the port gangway. Corporal's guard inspected the ship lights below every half hour, the patrol taking his place while gone. Mr. Catlin said he visited the sentries twice every night, once before and once after midnight, while in the harbor of Havana and always found them vigilant and

Hd was sitting in his room at the time of the explosion. He heard a dull sound, a loud concussion and felt the shaking of the ship. The lights went out and he went on deck, and as he did so the whole heavens were full of sparks. There was no flame and he felt but one shock.

CHAPLAIN CHADWICK'S TESTIMONY. Chaplain John Chadwick was in his room in board the night of the occurrence.

heard a loud report and everything at once became dark. The lights went out and there was a crashing sound of things falling. I rushed on deck and got to the taha's poop, where I saw the captain giving his orders. After trying to cheer up the men who were crying out on the water for help, I was ordered by Lleutenant Jungen to go into a boat, which I did. We rowed around the ship and picked up one man. Then at the captain's order we pulled for the ship Washington.'

Asked how many shocks he felt, witness said he remembered only one. Sigmund Rothschild, one of the passengers on the City of Washington, was an eye-wit-ness to the explosion. In company with his friend, Louis Werthelmer, he was aboard the City of Washington on the night of February 15, as it sailed into Havana harbor. He was on the stern of the Washington, which wa

HOUSE CLEANING.

A Spring-Time Custom of Grea Antiquity.

Spring brings house cleaning. The custom

The Yearly Renovation of the Human Body.

beaten, furniture refinished, walls repapered, basements renovated, whitewashing, painting, scrubbing, remodeling and cleaning of every device and form, returns as inevitably as the equipox. What the house, yard and barn needs, the human body needs much more. Every spring the human body needs renovating. Sluggish veins need flushing out, clogged ducts need opening, overworked glands need invigorating, flagging circulation needs quickening, dull nerves need exhilarating, delayed secretions need stimulating and unless these things are attended to, sick ness of some kind is sure to follow. Physic gives only temporary relief, stimulus leaves the system worse in the end, nervines do more harm than good, nothing but thorough renovating will be of real worth. No remedy or remedies known to the medical profession equals in fitness for this purpose the remedy Pe-ru-na. Originating as it did in the farm districts of southern Pransylvania, its use has finally spread over the whole area of the United States. It combines the desirable effect of cleansing, rejuvenating and expurgating. Maria Easley, Slidell, La. says: "I cannot do without Pe-ru-na in the house. I have no words to use in recom mending your wonderful remedy Pe-ru-na. Send to The Pe-ru-na Drug Manufacturing

manar Columbia Delo Jaza Jose honk,

astern and on the port side of the Maine The vessels were about 100 yards apart. FAST DYES FOR MIXED GCODS. Rothschild said that he was naturally in-terested in the Maine and had taken a position where he could get a good look at it. Just as he had taken his eyes off it to move

a second distinct explosion. This seemed to burst from the interior of the vessel forward

in a duli flame, and the air was instantly filled with flying debris.

The vessel lurched back in the water after

the force of the first detonation that had lifted its bow, and quickly began to sink for-

ward. In less than a minute its bow had disappeared. The wreck took fire and

burned for two hours. There were single reports that kept up through all that time as

the fixed ammunition was reached by the flames, but these were not to be confused with the two big explosions which had de-

stroyed the Maine. There was no doubt about the separation of these first two explosions,

an interval of two seconds at least separating

CEMENT FALLS ON THE DECK.

The much discussed section of cement that

ell on the deck of the Washington was two

inches thick, and weighed thirty pounds. The engineer of the Washington took it to

Louis Wertheimer, a tobacco dealer of New

York, who was a passenger on the steamer

City of Washington to Havana harbor the night of the blowing up of the Maine, the

the Washington, and was looking directly at

the battleship when the explosion occurred.
"I heard a report," said Mr. Wertheimer,
"and at an interval of anywhere from five to

fifteen seconds following the first report

flame which followed I clearly and plainly saw the vessel rise in the water, apparently

three yards out, then settle down before the

light of the explosion went out. The whole thing was over so quickly that I could not

Captain Frank Stevens of the City of Wash

ngton testified that he was standing amid-

ship of his ship, where he could look toward

the Maine when it was blown up. He heard a dull, muffled explesion and commotion as

though it was under the water, followed in-

the sky with a dull red blaze and filling the

stantly by a terrific explosion, lighting up

air with flag missiles, which fell all around

him. He felt a trembling of his ship at the

last of the explosions on the Maine. There was a decided interval between the first and

second noise of the explosions. He was not standing where he could see the Maine lift. Captain G. A. Converse of the navy, sum-

moned as a witness, testified he had made a study of natural effects of explosives. The

largest quantity of explosives he had ever

seen used consisted of a torpedo containing

of dynamite, all separate cases, 100 pounds

COULD NOT BE A TORPEDO.

Being shown a blue print of the forward magazine shell room of the Maine and asked

if one or more of those should explode or

partially explode it would lift the forward

part of the ship partly out of the water, he replied that he did not think it would.

After a long description of the effect of

torpedoes he was asked what, in his experi

ence, when in the case of explosion of

He replied that it was almost invariably

ruptured and lost, blown up, and pieces of them are rarely found. His experience did

not allow him to remember a case where he

saw any considerable pieces remaining from

a submarine mine or its iron case after its

explosion. On one or two occasions small

fragments of cast iron thrown into a boat

dicated complete demolition of the case

When asked if a submarine mine exploded

under the bottom of a ship and containing

enough explosive to completely destroy that part of the ship would be completely demol-

"A violent explosion would cut a hole in

Being shown sketches of the forward mag-

zines and asked if their explosion or par-

tial explosion would leave the bottom of

the Maine in that condition as was shown in

the sketches, he said the distortion of the

too remote from the magazines to have been

caused by their explosion. He was of the opinion that the binding of the plates on the

ottom of the magazine was produced by the

a large amount of the lower explosive, gun-

with the ship, but some distance below it.

perhaps on the bottom. Continuing, he said he had never in his experience seen

any interior explosion that was equal to

"Do you think that necessarily there must

have been an underwater mine to produce

"Indications are that an underwater ex-

plosion produced the conditions there," was

With the further statement regarding the

impossibility, in his opinion, of an internal explosion causing the Maine's wreck, his

LIEUT. WAINWRIGHT'S TESTIMONY.

wright testified that the regulations in regard to paints and inflammables and all

other precautions were strictly carried out

(Continued on Fifth Page.)

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Dyspepsia, Indigestion and Weak Stomach; for Rheumatism and Lum-

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Lieutenant Commander Richard Wain-

submorine mine, what became of the

containing the explosive.

ished, he replied:

those explosions?"

testimony was closed.

300 pounds of gunpowder and 100

in each case, securely lashed together.

In the burst of

oment of the explosion was in the stern of

y the searchlights.

came a great explosion.

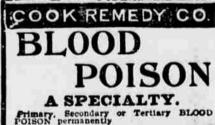
SPECIAL DIAMOND DVES FOR COTTON THAT GIVE FAST COLORS ON COT-TON AND MIXED GOODS.

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In these days of shoddy goods, when the mills are trying to see, not how good, but how cheap they can make their cloths, the woman who wants to color over her old clothes has to be specially careful in selecting her dye. Cotton is a vegetable fibre and the wool an animal fibre, and to get satisfactory colors on cotton or mixed goods it is absolutely necessary to have a different dye from that used to color woolen goods.

The great success of Diamond Dyes it Mexico. Pieces of iron stove in some of the Washington's boats, and delayed the work coloring cotton and mixed goods comes from the fact that they have special dyes for this of rescue. Other wreckage was hurled clear kind of work that can be relied upon to make over the Washington. The boats of the Span- colors that are fast to sunlight. Some dyes colors that are fast to sunlight. Some dyes ish war ship Alphonso XIII, he said, were prompt to go to the rescue, and were aided claim to color both cotton and wool with the same dye, but when used on cotton or mixed goods and exposed to the light, the result shows the falseness of their claims, for the colors scon fade out and become dingy, while if the Diamond had been used, they would not have lost their full, rich, bright shade.

Diamond Dyes cost the manufacturer and dealer more, but the price to the user is the same, which is why some dealers occasionally try to sell cheap imitations for the sake o a little more profit. The result is a loss to their customers, for the Diamond are the only package dyes on the market that can be relied upon to always give fast and beautiful colors that are true to name. Use nothing but Diamond Dyes if you want success and satisfaction.



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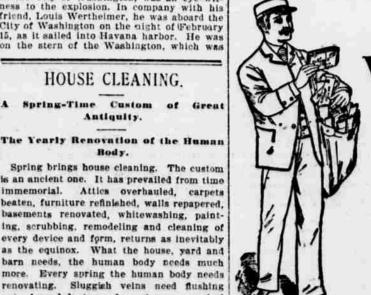
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