BEAR OUT THE FINDINGS RETURNED

Ensign Powelson, Captain Sigsbee Consul Lee, Divers and Others Tell What They Know of the Matter.

(Continued from Second Page.)

on board ship. Every possible care was taken to avoid accident. All visitors were scrutinized before heing allowed to come on board the ship. Nobody was allowed un-accompanied. Special "lookouts" were re-quired at night. No unauthorized boats were

quired at night. No unauthorized boats were allowed to approach the ship.

There was fine discipline, obedient crews, 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 upon. Was told by captain to see boats were lowered. He saw few men coming, mostly officers. He saw no reason to flood the magazine because water was coming to the saw fire forward. Boats began to up. He siw fire forward. Bosts began to crowd around the wreck. He induced boats to take the wounded to different vessels. He 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.

On the sixteenth day Lieutenant Com-

On the sixteenth day Lieutenant Com-mander Wainwright, said: and were pressed down flat as if by exertion of considerable force."

UNKNOWN WITNESS.

witness was introduced whose name wes suppressed by agreement between him and the court. He had to talk through an interpreter. This witness was crossing about 7:30 o'clock on the morning of the 15th from Havana to Reglas on a ferry boat. He was aitting near three Spanish officers, two of the army, one of the navy, and a citizen.

They were talking about the Maine. One of the army officers said: "That is nearly

arranged."

The citizen asked if making explosions in the bay would not endanger Havana. The officer said, "No." It was arranged so that it would simply explode, open the vessel, and it would sink immediately. The other man jocusely explained, "Oh, I will take plenty of beer on that occasion."

Someone came, by and they suddenly

Someone came by and they suddenly stopped the conversation. They had said it was a chame it (the Maine) should be in the bay, and they would blow it up anyhow.

RECEIVES A WARNING LETTER. Henry Drain, a clerk in the United States Havana, was examined as to the receipt of an anonymous letter received by the consul general in regard to the explosion of the Maine. Witness produced the letter, the date of which was February 18 of the present year. There was no signature, it be-

ing signed, "An admirer."

Drain paid it seemed to be the document of a fairly well educated man. It was written in Spanish. The translation was pro-duced and was handed to the judge advocate and read by him. The letter was referred to in the record as being marked "F," but was

In response to the question as to whether anything had been done to ascertain the truth of the statements contained in the let-ter, the witness said that he had. He asked General Lee to look into the

mentioned had died a few days before the explosion of the Maine, and that the letter referred to a Pepe Barquin, that he also had died suddenly about two or three days after the explosion of the Maine. The witness declared his informant was Mr. Charles

ENSIGN POWELSON CALLED. 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 dur-ing a great deal of the diving.

In reply to a question to tell the court all about the condition of the wreck the said the forward part of the ship, forward of the after smokestack, had been to all appearcompletely destroyed. The conning 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 inboard. 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 bulk-head between the main and berth decks at the conning tower support had been blown aft on both sides, but a great deal more on port than on the starboard side. The room hatch immediately baft of the conning tower had been blown in three directions, aft, to starboard and to port. protective deck under the coming tower supports was bent in two directions, the plates on the starboard side being bent up

plates on the starboard side being bent up and on the starboard side bent down.

In reply to an inquiry as to whether he meant with reference to their original positions Ensign Powelson replied affirmatively.

The beam supporting the protective deck a few inches abaft of the armored tube, to port of the midship line, was bent up to starboard of the midship line. Just forward of the conning tower underneath the main of the conning tower underneath the main ck two beams met at right angles; one starboard. A grating was found on the poor awning just forward of the after search-light. A piece of the side plating just abaft of the starboard turret was visible. This place was bent outward and then the forward end bent upward and folded backward

PLATING PUSHED OUT TO STARBOARD. "This plate was sheared from the rest of the plating below the water line. This platbelow the water line has been pushed

The armored gratings of the engine room natch were blown off. A composition strainer was picked up from the bottom on the starpoop capetan and about seventy feet from it. The chief engineer thought the strainer was from the firemen's wash room. It was not strainer in the ship's side.

Near the piece of outside plating to which witness referred above he said there were of red shellaced planks. - On these planks was boited a composition track two inches wide and an inch thick.

Ensign Powelson then esked if the court meant for him to say anything about what the divers reported or just what he saw. The judge advocate replied that he would like to have him state any important dis coveries which might lead the court to draw some conclusion as to the cause and if diver gave such information to state the diver's name. Before doing so the judge ad-vocate asked witness to state if the forward

and after part of the ship were in line. Ensign Powelson replied that as far as h could judge they were not. The end where the explosion occurred seemed to be pushed from port to starboard from 5 to 10 deshould judge, with the apex to the starboard. The divers reported to witness hat at a point where the ten-inch shell coom should be they discovered ten-inch room should be they discovered ten-inch shells regularly arranged, but the ship had sunk down so much that some of the shells

HOLE NEAR PORT SIDE. Gunner Morgan reported that in walking n the bottom he fell into a hole on the ort side and went down in the mud. He also reported that as far as he could judge everything seemed to be bent upward in the vicinity of this hole. He also reported

that the plates seemed to have been pushed over to the starboard and then bent down. Ensign Powelson then said that a six-inch powder tank that he saw, appeared to be an empty tank broken by the explosion, as it was not badly dented and merely ripped the length of the seam. A ten-inch tank was battered out of any conceivable shape. Continuing, witness said the divers up to the night before he was then on the stand had not been on the outside of the ship. The mud was too deep for them to walk on the

"What is the condition of the starboard turret?" witness was asked.
"To my knowledge it has not been found, sir," was the answer. He understood some thing had been found under the place where the turret formerly was, but its exact char-acter had not been determined.

"What impression is produced upon your mind by the reports so far as you have quoted them?" Ensign Powelson was asked. "From reports alone, or from the appearance of the wreck?" "Either from such reports or the condi-

EXPLOSION ON PORT SIDE. "The impression produced upon me," replied the witness, "is that an explosion took place well to port of the midship line, and at a point in the length about opposite the conning tower."

Witness, is reply to further questions, said his opinion was based upon the observation.

a hole on the port side, because Morgan might have been mistaken about it.

Referring to his notes made of things on the Maine, Ensign Poweson said that the arc of the engine room telegraph and the shaft of the engine room telegraph and the shaft of the steering gear coming down through the armored tube (turret) was bent from port to starboard. The port side of the protected deck was discovered with a greasy deposit, the starboard side being comparatively free from it.

The forward smoke pipe between the main

On the main deck forward of the conning tower where the fore and after angle bulb beam was located the planking was blown off "Nearly all the powder tanks show signs of having been subjected to outside pressure as if pressed against the powder inside, and their ends are also crushed in. I saw two six-inch tanks that were opened at the seams and were research down for the seams are the seams and were research down for the seams are the seams and were research down for the seams are the seams and were research down for the seams are the seams and were research down for the seams are the seams are the seams are the seams and were research down for the seams are the seams on the only remaining plate of the main deck between the conning tower base and the turrets. What witness saw would indicate that the pressure lifted the protective deck up on the port side, and the protective deck on the starboard side held fast and bent that deck downward. Witness here exhibited two

sketches to the court, showing diagram of various parts of the sunken ship and ex-

plained them to the court.

The witness' evidence about the strip on the storboard side of the outside plating of the ship which was folded and rolled back was recalled to him and Powelson said he could see the plate under cath it was bent outward, as he could see it, as it was only two feet under water where the shear oc-curred. Witness had taken soundings and had found five fathoms of water on both sides of the Maine down to the mud. Taking a fourteen-pound lead line and dragging with a wherry for obstructions on the port side, dragging close to where he thought the waterways would be found, he found no obstructions whatever. On the starpoard pide were no obstructions for twenty feet

where he had reason to believe the waterways had originally been.

Mr. Powelson continued to say that Olsen told him he had found a hole cut in a plate twenty-five feet from the angle of the V and the high told a sketch showing that the keel exhibited a sketch showing that the keel line was found by him sloping down sixty-five degrees below the horizontal and to port. The point where he had found the keel was about twenty feet under water. He had not followed the keel at that point as the platings between opened out so that he had

nothing to support him.

Mr. Powelson said Olsen testified that about twenty feet from the sluice valve he found an opening in the ship's side. He had found boarding near the sea suction in apartment A 10, about twenty-one feet from the sluice valve in an almost vertical posi-tion, although it was originally horizontal.

REASONS FOR HIS DEDUCTIONS. "If you consider the section of the ship between frames eighteen and thirteen," continued Powelson, "and consider that the part of the bottom floating between frame eighteen and frame fifteen is bent out at a money.

A man by the name of Pepe Taco was mentioned in the letter. Witness said he had tried to discover the whereabouts of the man and the one to whom he spoke said the mane was a mistake, that the man mentioned had died a few days before the ward side. The only indicates is bent out at a right angle, and then that the whole section do to the whole section to the man distance. Witness said he had tried to discover the whereabouts of the man and the one to whom he spoke said the name was a mistake, that the man mentioned had died a few days before the ward side. The only indicates its bent out at a right angle, and then that the whole section do the celeventh day and described the reports made to him by the divers, which were afterward directly testified to before the board. "March 5," estified Powelson, "I sent or it could have been pushed in from the forward side. The only indication as to how this was done was the wooden boarding. If the differ part of the plating had been pushed out from the inside, the board would have broken at the angle which the plates make. If the forward portion of the plating been pushed in the boards would have torn away from the after plating as in the

The judge advocate asked Mr. Powelson how to looked upon Olsen's testimony, in view of his knowledge of the Maine and the irawings of the vess He replied that he regarded it as ex-

remely accurate.
The judge advocate asked Mr. Powelson what he deduced from all this testimony re-ceived from the diver that forenoon, to-getter with what information he had before. Mr. Powelson replied that he thought the explosion occurred on the port side somewhere about frame eighteen, center of im-pact. The ship yielded at seventeen and also it fifteen, but it was pretty hard to say exactly where the impact came. Frame fifteen

"How do you account for the immense lamage done abreast of the reserve magazine, where there is nothing left, whereds between frames sixteen and eighteen you have found damaged plates?" Mr. Powelson

was asked.
"My idea," he replied." is that if the ship was raised up at frame eighteen the magazines, one or all of them, after that were exploded, for some powder tanks that I have seen I think were exploded, while others I have seen were not exploded. I saw a coffee can that was brought up this morning which was about as badly battered as most of the powder cases that came up. It looked n very much the same condition.

in very much the same condition."

"When you say some of the powder tanks had, in your opinion, exploded and some had not, do you refer to six-inch tanks only, or two-inch tanks also?"

"I refer to both, as I have seen one six-inch tank that was very little ripped open and I saw one this morning that had first been opened and flattened out with evidences of hurnt powder on it. I saw one dences of burnt powder on it. I saw one ten-inch tank that was scarcely battered at all and had only the head of it gone. I also saw ten-inch tanks with the packing, which looked like excelsior, unburnt, so that in my opinion some, but not all, of the ten-inch and six-inch charges were ex-

Mr. Powelson said four or five tanks had been brought up that morning, but he did not see all of them. The one he had seen was exploded and burst out so that the case formed almost a plain surface. ten-inch tank had its head removed, had preserved its approximate shape. When questioned further as to what he regarded as the cause of the injuries Mr. Powelson said: "On the bottom forward, where that frame was thrown up, it would seem to me that force was communicated some distance through the water, because it was lifted up instead of being battered in. It was a force that was cushioned in some

way, because the diver tells me there was

a bulge of plates between the two frames and such a dent as that would be a cushion pressure. So the plates in that part of the ship not having been broken in the explosion, 4t may have occurred uft and the

sion, it may have occurred uft and the frames forward of the transverse armor being weaker than they are aft, the ship might have been lifted up there by this cushion pressure from further aft."

"It struck me," continued Mr. Powelson, speaking of the same part of the vessel, "that the mins there could have been very close to those plates that were lifted up, because, us I say, the plates are not so much damaged, but bent in the form of a V and raised up a vertical distance. It seems to me that the mine was somewhat removed and the pressure came through the water, which produced that cushion sort of pressure." rounder shells.

The next time he, went down, Olsen testified he went outside the ship, forward of the crame, on the port side. He followed the bottom along and found that the ship's cide 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 the plates are blown outboard. At the top and under-

NO PLATING BLOWN OUTSIDE. In answer to questions he said there was nothing left of the port plating at all. He iragged along the outside to see if anything

tirely blown up.
This concluded Ensign Powelson's testi-Witness, in reply to further questions, said his opinion was based upon the observation of things above water. He gave no weight to Mr. Morgan's statement about falling into a hole on the port side, because Morgan might have been sided by the statement about falling into a hole on the port side, because Morgan might have been sided by the statement about falling into a hole on the port side, because Morgan might have been sided by the statement about falling into a statement about falling in nony on the third day. Ensign Powelson was recalled on the sixth

forty pounds per square foot.
Ensign Powelson, wishing to give some testimony regarding the wreck, Gunner's Mate Olsen, the diver, was admitted in order that he might correct any erroneous statement, the two having worked together. Mr. Powelson said on February 26 Diver Oleen reported to him that on coming up from below he had followed the forward and after wings of V shape made by the bottom plat-ing at frame seventeen, and said on the for-The forward smoke pipe between the main ward wing of the V the plates ran down and superstructure decks did not show any on a very steep slant and then turned under signs of the internal pressure of gases. above where the plates descend to go under the starboard side he found two dents as if

the plating had been builged in between the frame from the outside.

The court asked the size of these two dents. Mr. Powelson replied that they were about two and one-half feet long and bulged in about two and one-hair teet long and burget in about six inches. He further testified that Olsen again went down and came to the surface at 11 o'clock, saying he thought he had found the flat keel. Olsen had reported had found the flat keel. Oisen had reported that the keel was sloping downward about forty-five degrees and to port with the after part of the keel uppermost. He said he had explored the after wing of the V and had found a semi-circular hole about two feet in diameter with rivet holes all around it. He said that semi-circular hole was about twenty feet from the top of the V made by the bottom plating. He said the plate presented a jagged appearance as if it plate presented a jagged appearance as if it had been torn, and that a crack had ex-tended from the bottom edge of the semicircular hole a distance of about eight inches, and that the plates about this hole were bent away from the green side of the

Ensign Powelson was recalled February 25, and showed the plans of the Maine from which he thad identified the bottom plates that were blown up through the upper deck. The finding of these plates on top of the wreck, clear above water, was among the first and most important points of evidence clearly disproving the possibility of an in-

ternal explosion.

After minutely describing the bottom plates with their coating of paint and other marks by which they were identified. Pow-elson said they must have been blown up thirty-eight or thirty-nine feet to reach their present position.

Beside the bottom plates, Powelson found some places from the bottom compartment lodged in the angle of the bottom plates that protruded above the water. The berth deck over this bottom compartment was also on top of the wreck, and twenty feet forward of the plates, while this section of the main deck has disappeared.

The diver who had been working for Pow-

elson on this investigation informed him he had found the ammunition of the sixinch magazine pushed over to the starboard

plates make. plates and bulkheads standing upright. The plating had upper ends were ragged, and he crawled over them to what he thought was a part of a boller. He could not give definite details, but he thought it was a boiler.

WRECKAGE WAS CURVED. "A little aft he walked to port clear of the ship in the mud. He was at the time forward of the break of the ship at frame 41. About ten feet in he found wreckage. examined this plate and found it curved as examined this plate and tound it curved as if it were a part of the ship. It pointed toward the starboard bow, but it was so dark he could not distinguish the color. All the edges of the plating were rough. The

dark he could not distinguish the color. All
the edges of the plating were rough. The
compartment seemed to be about two and
a half or three feet wide.
"Forward from this point he found a sixinch tank. It was intact and was sent up."
It proved to be a full tank. He found a
lot of broken tanks split up on the seams,
and one tank the cover of which has holes

"He found a lot of mud which was brought ip and which looked like dissolved powder There was any quantity of similar mud in the same place. The mud around the tanks ras black, that of the harbor is gray.

Ensign Powelson was recalled on March 15, and explained how he got the data for 15, and explained how he got the data for his sketches which played such an important part in the work of the court. He said he sent divers down at various points along the line of the keel as it lay broken and twisted on the harbor bed. Then he got in a boat and located the points on the keel

by a lead line. He established stations at the main mast. the port crane, smokestack, etc., and from these bases he would get the bearing by ingles of his lead line as it rested on the keel and other points of the wreckage under water. Thus he was enabled to plat a map the wreck both above and below water

that was mathematically correct. By comparing this with the original plans of the vessel it was possible to tell just how much and in what direction any part of the Maine had been distorted by the explosion vithout relying on under water estimates by the divers.

GUNNER'S MATE OLSEN. Chief Gunner's Mate Olsen of the United States steamship Iowa told how he had been sent to Havana for the purpose of doing diving duty on the wreck. He had descended four times, making about eight or nine hours of total examination. Olsen told how on his first descent he went over the forward port of the ship. To use his own ex-pression, he said: "I found the wreck all blowed up. I found a lot of grate bars down there." The second time he went down further forward and there located a lot of teninch shells. Forward of these the plates were bent inboard over them.

Asked if he imagined himself looking for ward he stated that he did. Going over the plates he struck into a lot of six-inch shells

with the siings on them. Going to the right witness stated he fgund a lot of wreckage. It seemed to have been blown over the star-board. Olsen stated that he put his hand

into the cracks and brought out several six-

bottom from there up and the plates are blown outboard. At the top 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 bottoms is curled like a sheet of paper inboard from stem to stern.

Amidships on the same place there is an armor plate, one plate complete, the top of dragged along the outside to see it anything had fallen out and found nothing. Winess 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.

Developing testing the plate to incline 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.

starboard.
Gunner's Mate Smith, who had previously testified, was recalled. He told of three trips down in diving dress February 28. During one of these he located the break in the keel where the ship's back was broken by the explorion. He found a hole in the bottom about seven feet deep and seven feet in diameter. The muddy bottom of this hole was harder than elsewhere. In this hole he found a tin about twenty by this hole he found a tin about twenty by twenty inches. "There was a place in it

with a big square hole where a gasket had been and I sent it up."

Coming back from his trip into the outer submarine world the diver came across a lot of 6-pounder shells and shell cases, some of them not even broken away from the shells. Laying right across the middle of the 10-inch shell room he found an armor plate that had been torn away from the ship's side. These plates taper toward the bottom, which is thus easy to distinguish. The plate on being ripped loose by the explosion had turned a complete somersault and landed with the thick edge in the mud, and the plate leaning obliquely over the wreck of the shell room. There were sixinch powder tanks scattered over the 10-inch shell room most of them split. A number

shell room most of them split. A number of them were sent up, but more remained. On his fourth trip down he slid down the outside of the ship by the port crane. "The skin of the ship," he said, "is in good condition till you come to the jagged opening leading into the 6-inch shell room before mentioned. Here the steel edges are blown inward."

Crawling into the hole he felt the double bottom and the jagged edges of the cement turned up. He described in detail the 10-inch powder

tanks found here, none of them apparently exploded, but with the soldered seams split and the cases flattened. Some lids were to be found. Witness was questioned very closely as to

the plates he found blown inward and whether they might not have been bulk-heads, but he insisted that they were the outside skin of the ship near the bottom, and located them accurately on the plans about the middle of the six-inch shell room. where "in a big circle there is none of the outside of the ship left at all." He said he had not been into the ten-inch megazine on the starboard side, which was buried under a mass of wreckage. He did

not find the forward turret, but it was missing from the place where it belonged. The importance of this testimony caused it to be gone over and over again, and ad-It to be gone over and over again, and additional questions along the line already indicated were put, but they only served to point out more clearly that ubreast of the six-inch shell room the whole side of the ship had disappeared, from the harbor bed to water line, and the edges of the plates were turned inward. Further, the ten-inch

assistant engineer to the chief, was considered to water line, and the edges of the plates to water line, and the edges of the plates to water line, and the edges of the plates to water line, and the edges of the plates were turned inward. Further, the ten-inch megazine had not exploded.

Chief Gumer Charles Morgan, who was in charge of the divers, corroborated Smith in almost every particular, Gumer's Mate Carl Rundquist, one of the divers, said he went down in the after part of the ten-inch magazine and found a lot of empty ten-inch powder tenks, dozens of them with pleces blown in all directions. They did not look as if they had been exploded by a charge inside. It looked as if a pressure from the outside had opened them up. The bottom of the ship was all blown up. Found a hole in the bottom of the chip. Looked as if it was blown up from the outside. Because so explicion from the inside could make a hole like that; the pleces of armor plates also showed they were blown from the outside from the way was performed with an ill-concaled enthusiasm to a first the places of armor plates also showed they were blown from the outside from the way.

The after bollers, he said, were practically on the explosion.

The after bollers he spontaneous combustion in the bun. Were all bounders the places of armor plates also showed they were blown from the outside from the way.

They had once the first and been to make a hole plate to the fail he production of the Flying Squadron. He should be the shop were combustion in the bun. They did not look as if it was blown up from the outside from the plate of the ten-inch isolating from the plate of the shop were bent inboard. The bottom of the ship wer pleces of armor plates also showed they

were blown from the outside from the way Rundquist, being recalled, testified to the progress of his exploration. He went down March 1 on the port side, and found the berth deck sloping aft to starboard. There was coal several feet deep just forward of the crane; none of it had been blown out of the ship on that side. He also found a ten-inch tank and powder bags, which he sent up. He also found a bunch of wires,

'about fifty of them in a bunch." In the afternoon he went down in the same place and followed the armor plate and ound the break where the armor plate ended Here he found a long string of heavy wire

Asked as to the condition of the backing of the armor, he replied: "The end was all twisted and tore and ragged edges, and then they all looked pointed inboard. I also ex-

they all looked posited inband, amined the upper part of the backing and found the inside corner gone."

Lieutenent John Hood, senior watch officer, in charge of the powder division, said he had inspected the magazines and shell rooms and there was nothing stored there contrary to the ordnance regulations.

Mr. Hood was officer of the deck part of the time, and while acting in that capacity

he had not noticed any hostile demonstra-tion affoat in the way of boats approaching Lieutenant George F. Holman, who perormed the duty of navigator and ordnane officer, and was in charge of the electric plant, testified that all possible precaution was taken to prevent accident. The tem-perature of the magazines was taken daily. The electric wires were separated from the magazine by a double plating of glass. He noticed nothing at the time of the explosion

to indicate that anything was the matter with the electric works. examiner referred to Holman's large experience in matters of explosives, and asked his impression of the whole affair. He

"My impression, not yet verified by divers" findings, is that a very heavy mine went off under the Maine's bottom. The noise produced by a heavy mine would be great in itself, and adding to the second explosion would make the two practically one and the

same explosion. Lieutenant G. P. Plow was the office of the day at the time of the explosion, and received the reports at 8 p. m. He said the usual reports were made that the lights, fires and everything were secure. He had perfect confidence in the reports of his men. He gave a vivid description of the scenes folthe explosion.

Mess Attendant John H. Tarpin was the ast man who saw Lieutenant Jenkins. said it was a jarring explosion, just one solid explosion, and the ship heaved and lifted and then all was dark. Lieutenant Jenkins in the Tarpin met room, and at that time the water

up to his breast. Mr. Jenkins started for-ward and the whole compartment lit up. "That whole compartment where the tor-

A. HOSPE,

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pedoes were lit right up and I saw Mr. Jenkins throw up both hands and fall right by the steerage pantry." He said the explosion sounded to him like distant thunder.

JACKIES ARE ENTHUSIASTIC

The Brooklyn, particularly, is the highest type of a fighting machine and its equipment of rapid-fire guns exceeds both in number and caliber any first-class battleship. James F. Forsyth, commander United States navy at the Key West station, testified that on February 17 he had the anthracite coal pile at Key West thoroughly examined for "intervals." None were discovered

Passed Assistant Engineer Bowers, senior assistant engineer to the chief, was ex amined particularly as to the precautions taken on board the Maine on spontaneous

kers. They had once thought they had such a fire, but it was from a leaky exhaust pipe from the ice machine.

CAPTAIN MAHAN SEES A FIGHT.

Prevent It. NEW YORK, March 28.-Captain A. T. Mahan, author of "The Influence of Sea

Power Upon History," before sailing for Europe said: "War is imminent. There must either be fighting or a backdown somewhere. No one who knows the feeling of the Cuban insur-

gents believes for a moment that they can induced to submit. "Spain surely will not take a backward ep. To do so would be to overthrow the monarchy, and it would be quite as bad for the United States to recede from its posi-

Captain Mahan says we could not fail to win, even if we were sadly behind both on the number of ships and quality of ord-nance. "For," he explained, "it isn't ships. it is not guns and it is not armor plate pri marily that win in a fight, but men, and American men are superior in physique power of endurance, marksmanship and noral courage to Spanish men. I do not mean to decry the Spaniards and I have no rejudice against them because they are not Americans, but I have studied them carefully and I cannot hold otherwise than inferior to our men in the qualities named.

As for armed intervention by any Euro pean power in Spain's behalf Captain Mahan believes that the most unlikely thing in the

Veterans to Man Interior Posts. UTICA, N. Y., March 28 .- A letter from the department commander of the Grand Army of the Republic, Colonel A. D. Shaw, to Secretary of War Alger, suggests that in cae of need the veterans he could put into the field could be used to man stations where federal troops are now located that all regu lars might be free for use at the front in cae of war. This would obviate the necessity f holding regulars at such places as Buffalo, Sacketts Harbor, Plattsburg, etc. etary Alger thanks Colonel Shaw for his offer and says that he is very much interested in the suggestions, but hopes the future turn of events may make it unnecessary to adopt it.

Navy Buys Another Yacht. BOSTON, March 28 .- The yacht Hermoine which was owned by the late Henry L. Pierce, has been sold to the United States government by the executors of the Pierce estate. The boat was Clyde built and seven years old. Its speed maximum is fif-teen knots, with a cruising speed of twelve knots. The yacht has been in winter quar-ters at New York. Orders have been issued to have it taken at once to the Brooklyn

American Tars at Hampton Roads Cheer Their New Commander.

CHEERS GREET COMMODORE SCHLEY

siasm that bordered upon a breach of discipline. Officers smiled, however. The newly detailed commander could not, in his pleasure at such a greeting, find fault, and the men were allowed to give full vent to their Nothing but a Decided Backdown Can feelings. The significance of the greeting was in the general feeling that the first step toward the completion of what will be the free fighting squadron had been taken and the men apparently were gratified, both with the step and with the choice of com-manders, for Commodore Schley is known

as a conservative, yet absolutely fearless and determined fighter.
Commodore Schley left Washington last night and arrived at Fort Monroe early this morning. He was met by an ensign and a boat crew of sallors, who relieved him of his baggage and received information that would go aboard the Brooklyn, which he

has designated as flagship.
At 9:30, after breakfast, the commander of the Brooklyn, with some petty officers, took Commodore Schley aboard a launch and conveyed him to the fleet, which lies near Newport News. The commodore was in civilian dress, but was saluted with the isual formalities as he passed up the Brookyn's companionway to begin active service. He was shown to quarters which are mos elaborate than upon any war ship affort, having been prepared for exhibit when the Brooklyn visited England during the queen's jubilee. Within a half hour after boarding ship Commodore Schley, in full uniform, was ready to take command and the men of the fleet were drummed to quarters with the yards manned, the marines on deck and oficers and gunners at post.

ENTHUSIASTICALLY GREETED. Commodore Schley stepped to the bridge of the Brooklyn and, reading his commisof the Brooklyn and, reading his commis-sion as commander, took possession. At the same instant his flag was broken from the Brooklyn's masthead and one of the big guns belched forth a salute which was answered from the Massachusetts lying

Then enthusiasm broke loose, and there was a roar of appleuse from the deck and yards. Shortly after the officers of the butleship Massachusetts came aboard, and, together with the officers of the Brooklyn paid their respects.

The second step in the formation of the

squadron will take place this week, when the assignment of vessels is complete. For speed and strength this squadron will unexcelled. At present the battleship Mas-sachusetts, of 10,288 tons and capable of eighteen knots an hour, and the protected first-class cruiser Brooklyn, of 9,271 tons and capable of twenty-two knots an hour, form the nucleus of the squadron.

During the week it is expected that the Minerally of 7725 tons, with a speed of

During the week it is expected that the Minneapolis, of 7,735 tons, with a speed of twenty-three knots, and the Columbia, 6,735 tons, with a speed of twenty-three knots, will be added. While these fighting ships are rated as cruisers only, they are of the

number and caliber any first-class battleship of Spain. In speed the squadron will be unexcelled, its average speed, even if it waits for the heavy battleship Massachusetts, being 21.5 knots. The four best boats in the Spanish fleet average but 18.5 knots.
Commedore Schley said this morning to
the Associated Press representative: "I
have no orders to move, nor do I know
when any will come. We are ready to
move at the snortest kind of notice upon

move at the shortest kind of hottee dpus-tipe completion of the fleet."

In addition to Admiral Schley, these offi-cers reported to the squadron today. Lieu-tenant Sears, detached from the Naval home; Lieutenant B. W. Wells, jr., detached from the Monaduock; Naval Cadet E. McAuley, jr., detached from the New York.

SENATOR MONEY TALKS ON CUBA.

says He Has Only Contempt for Peace. ful Negotiations. WASHINGTON, March 28 .- In the senate today Mr. Money of Missisalppi spoke on the Cuban situation. He said that the task he had set himself was perhaps of supererogato be done in such cases, but the duty today tion, as Mr. Prestor, Mr. Gallinger and Mr. them. Their statements were concise, brilliart and elequent, and white he did not hope to add much to the information they had furnished, he fait it bis duty to speak

and to speak now.

Mr. Money said he was willing to go to any extent to feed the starving, clothe the maked and relieve the sick upon that un-happy island, but he was satisfied no definite

esuits could be obtained by the employment of such means alone. He said he was certain that while Weyler was a willing instrument, he was in fact only an instrument in the bands of a higher only an instrument in the hands of a higher power—a power that had deliberately determined upon a plan of starvation and extermination. That frightful and inhuman scheme had been inaugurated in the brain of Canovas, the all-powerful prime minister of Spain, who preceded Sagasta.

"That plan of reconcentration and starvation and death," declared Mr. Money, "was deliberately planned with the definite and distinct purpose in view of destroying a

distinct purpose in view of destroying a population that Spain cannot control—a people in whose breasts the desire for liberty is as strongly instilled as it was in the breasts of our forefathers."

After discussing the situation in Cuba among the reconcentrades as he found it, Mr. Money declared that much time had been

wasted in efforts to bring about peace on the island through autonomy and through diplomatic agencies. "Such negotiations are not perhaps imbecile," said he, "but their inutility ought to suggest Reelf to the com-He declared that independence and inde-As long as the yellow flag of Spain salutes the sky of the afflicted island Mr. Money believed the Cubans would die to a man

Mr. Money said there was but one remedy, and that such action by the United States as would bring the war in Cuba to an end. He thought we should make decisive de-mands on Spain for the cessation of hostilities in Cuba, as we stand responsible to his-tory for our action now. If such action should bring war, let war

rather than accept anything less than inde-

come. "Any sort of war is better," said he, "that a rotting peace." In the present condition of this country a tempest was needed to clear the atmosphere, and he was firm in the belief that an honorable war with Spain would be from many points of view a desirable consummation of our present difficulty.
"This government," he said, "will do nothing to tarnish the brilliant lustre of its past. While we do not and shall not ask for the approval of other nations, we will always command their respect. If any power, great or small, should interfere with us we should still stand undaunted. I despair of peaceful negotiations, and now have a contempt for

Thirty-five years make a generation. That is how long Adolph Fisher of Zanesville, O., suffered from piles. He was cured by using

three boxes of DeWitt's Witch Hazel Salve.

You can't get over facts and it's time wasted to go 'round them-When we say we are in the optical goods business we mean that we have everything in the way of spectacles, glasses, lenses and frames you are likely to require or your physician to prescribe-When it comes to fitting you with the glasses suitable to your needs you receive competent attention and the best goods to be had in town at anywhere near the price-Put on your glasses and look at the facts-Eye examinations free.

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This isn't very springy this morningand sweeping snow doesn't make one think of spring footwear-but the time's coming when Drex L. Shooman will be busy selling our \$3 line of ladies' shoes -two new styles have been added-both new toes-bull dog and wide round in heavy and light weight soles-tans or blacks-These shoes are the most siylish and best made shoes we've ever been able to offer at the \$3 price-Many a shoe store would ask \$4 and then be giving the buyers their moneys worth-We do more than that at \$3.

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