TWO CENTS.

TWO CENTS.

the conclusion that excellent or prevailed and that no indication of any cause for an internal explosion existed in any quarter. At 8 o'clock in the evening of February 15 everything had been reported secure and all was quiet. MESSAGE OF **PRESIDENT**

of the Report Review of the Maine Court of Inquiry.

GLANCE AT MAIN FEATURES

The Salient Points Are Clearly Presented.

Does Not Doubt That the Spanish Government Will Dictate a Course of Action Consistent with Friendly Relations of the Two Governments. In the Meantime Deliberate Consideration on Part of Congress Is Invoked.

Washington, March 28.-The president today sent the following message

To the congress of the United States. For some time prior to the visit of the Maine to Havana narbor, consular reports pointed out the advantages to flow from the visit of national ships to Cuban waters in accustoming the people to the presence of our flag as the symbol of good will and of our ships in the fulfillment of the mission of protection to American interests even though no immediate need therefor might exist.

SENDING MAINE TO HAVANA. Accordingly on the 24th of January last, after conference with the Span-b minister in which the renewal of visit of our war vessels to Spanish waters was discussed and accepted, the peninsular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports, and that in that view the Maine would forthwith call at the port of Havana.

This announcement was received by e Spanish government with apprevisit of the Maine and with no ication of intention to return the urtest by sending Spanish ships to principal ports of the United e port of Havana on the 25th of nuary, her arrival being marked th no special incident besides the change of customary salutes and monial visits.

avana during the three weeks her arrival. No appreciable attended her stay; on the feeling of relief and cone resumption of the ted friendly intercourse was this immediate efisit that the consul genurged that the presretaining the Maine at ng another vessel there

ON OF THE MAINE. nutes past nine in the lie 15th of February the stroved by an explosion. hip was wrecked. In this catastwo officers and two hundred sixty-four of her crew perished, e who were not killed outright by explosion being penned between s by the tangle of wreckage and led by the immediate sinking of Prompt assistance was renthe neighboring vessels anred in the harbor, aid being escruiser Alphonso XII. and Ward line steamer City of Washwhich lay not far distant. The ounded were generously cared for authorities of Havana. to spitals being freely opened to them, while the first recovered bodies of the ty in a public cemetery in the city. Tributes of grief and sympathy were offered from all official quarters of the island. The appalling calamity fell upon the people of our country with crushing force, and for a brief ime an intense excitement prevailed in a community less just and elf-controlled than ours, might have ed to hasty acts of blind resentment. tia spirit, however, soon gave way the calmer processes of reason and await material proof beforming a judgment as to the the responsibility and the facts ting the remedy due. This ecessarily recommended itm the outset to the execuonly in the light of a dis

The usual procedure was followed. as in all cases of casualty or disster to national vessels of any mariime state. A naval court of inquiry at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed upon them. Aided by a strong force of wreckers and divers the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of the explosion Its operations have been conducted with the utmost deliberation and judgment and while independently pursu no source of information was neglect-ed and the fullest opportunity was allowed for a simultaneous investiga-

ely ascertained certainty

of its full duty in the mat-

determine the nature and

THE COURT OF INQUIRY'S WORK. The finding of the court of in-ulry was reached after twenty-three days of continuous labor on the 21st of March, and having been approved on the 22nd by the commander-in-chief the United States naval force on the North Atlantic station, was trans

It is herewith laid before the congress, together with 'he voluminous testimony taken before the court.

Its purport is in brief as follows: When the Maine arrived at Havana it was conducted by the regular government pilot to buoy No 4, to which was moored in five and one salf to

six fathoms of water.

The state or discipline aboard and the condition of her magazines, boilers, coal bunkers and storage com

At forty minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions with a brief interval between them. The first lifted the forward part of the ship very perceptibly; the second, which was more open, prolonged and of greater volume, is attributed by the court to partial explosion of two or more of the forward measurement.

more of the forward magazines.

The evidence of the divers established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the explosion. The forward part was completely demolished.

CONCLUSIONS OF COURT. Upon the evidence of a concurrent external cause the finding of the court is as follows:

At frame 17 the outer shell of the ship, from a point eleven and one-half feet from the middle of the ship, and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the surface of the water, therefore, about thirty-four feet above where it would be had the ship sunk uninjured.

The outside bottom plating is bent into a reversed V shape, the after wing of which, about fifteen feet broad and thirty-two feet in length (frame 17 to 25) is doubled back upon itself against the continuation of the same plating extending forward. At frame 18 the vertical keel is

broken in two and the flat keel bent into an angle similar to the angle formed by the outside plate. This break is now about six feet below the surface of the water and about thirty feet above its normal position. In the opinion of the court this effect could have been produced only by the external explosion of a mine situated under the bottom of the ship at about frame 18, and somewhat on the shore

side of the ship.

The conclusions of the court are:
That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the offi-

cers or members of her crew.

That the ship was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines, and That no evidence has been obtain-able fixing the responsibility for the destruction of the Maine upon any

rson or persons.

have directed that the finding of the court of inquiry and the views of this government thereon be communi-cated to the government of her majesty, the queen regent, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of two governments.

It will be the duty of the executive to advise congress of results, and in the meantime deliberate consideration is invoked.

ligned) William McKinley, Executive Mansion, March 28, 1838.

THE MAINE INQUIRY

Full Text of the Report Submitted to Congress Yesterday -- State of Discipline

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

U. S. S. Iowa, Key West, Monday, March 21, 1898,-After full and mature consideration of all the testimony be-

fore it, the court finds as follows: 1. That the United States battleship Maine arrived in the harbor of Havana, Cuba, on the twenty-fifth day of January, 1898, and was taken to buoy No. 4, in from five and a 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

2. The state of discipline on board Maine was excellent, and all orders and regulations in regard to the

strictly carried out. THE CARE OF AMMUNITION. All ammunition was stowed in accordance with prescribed instructions. ammunition was handled. Nothing was stowed in any one of the maga zines or shell rooms which was not permitted to be stowed there. The magazines and shell rooms were always locked after having been opened. and after the destruction of the Mainthe keys were found in their proper place in the captain's cabin, every-thing having been reported secure that evening at 8 o'clock. The terr perature of the magazines and shell rooms were taken daily and reported. The only magazine which had an uniue 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. GUN COTTON AND DETONATORS. The dry gun cotton primers and de-tonators were stowed in the cabin aft, and remote from the scene of the exdosion. Waste was carefully looked after on the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer. Varnishes, dryers, alcohol and other combustibles of this nature were stowed on or above the main deck and could not have had anything to do with the destruction of the Maine. The medical stores were stowed aft under the ward room and remote from the scene of explosion. No dangerous stores of any kind were stowed below

in any of the other store rooms. CONDITION OF COAL BUNKERS. The coal bunkers were inspected daily. Of these bunkers adjacent to four were empty; namely: "B 3, B 4,

A 15" had been in use that day and "A 16" was full of "new river coal." This coal had been carefully inspected on receiving it on board. The bunker on three sides at all times, and the fourth side at the time on account of bunkers "B 4" and "B 6" being empty. This bunker "A 16" had been inspected that day by the engineer officer on

The fire alarms in the bunkers were in working order and there had never been a case of spontaneous combustion

of coal on board the Maine.

The two after boffers of the ship were on fire at time of disaster but for auxiliary purposes only, with a comparatively low pressure of steam and being tended by a reliable watch. These bailers could not have caused the explosion of the ship. The four SCRANTON. PA., TUESDAY MORNING, MARCH 29, 1898.

State Library

a been found by the divers and are in a fair condi-

On the night of the destruction of the Maine everything had been report-ed secure for the night at 8 p. m. by reliable persons through the proper authorities to the commanding officer. At the time the Maine was de-stroyed the ship was quiet, and therefore least liable to accident caused by movements from those on board. EXPLOSIONS.

3. The destruction of the Maine oc curred at 9.40 p. m. on the 15th day of February, 1888, in the harbor of Hav-ana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival. There were two e: plosions of a distinctly different character with a very short but distinct interval be tween them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the na-ture of a report, like that of a gun; while the second explosion was more open, prolonged and of great vo ume This second explosion was, is the opinion of court, caused by the partial explosion of two or more of the

CONDITION OF THE WREC 4. The evidence bearing upon his, being principally obtained from divers, did not enable the court to for: a definite conclusion as to the condition of the wreck, although it was established that the after part of the sup was practically intact and sank in

forward magazines of the Maine,

ter the destruction of the forward The following facts in regard to the forward part of the ship are, however, established by the testimony:

that condition a very few minutes if-

That portion of the port side of the protective deck which extends from about frame 30 to about frame 41, wa blown up aft and over to port. The main deck from about frame 30 to about frame 41 was blown up aft, and slightly over to starboard folding the forward part of the middle superstruc ture over and on top of the after part This was, in the cpinion of the court, caused by the partial explosion of two or more of the forward magazines of

PART OF KEEL FORCED UPWARD. 5. At frame 17 the outer shell of the ship from a point eleven and one-half feet from the middle line of the ship and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the water; therefore, about thirtyfour 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 feet in length (from frame 17 to frame 25) is doubled back upon itself against the same plating extending forward.

At frame 18 the vertical keel is broken in two, and the flat keel bent into an angle similar to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water and about thirty feet above its normal position. In the opinion of the court, this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 18 and somewhat on the port side of the ship.

6. The court finds that the loss of the ine, on the occasion named was not in any respect due to fault of negli-gence on the part of any of the officers or members of the crew of said

7. In the opinion of the court the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines. 8. The court has been unable to ob-

tain evidence fixing the responsibility for the destruction of the Maine upon any person or person: T. Sampson, Captain, U. S. N. President.

A. Marix, Lieutenant Commander, U. S. N., Judge Advocate. quiry it was ordered to make, adjourned at 11 a. m. to await the action of the convening authority. W. T. Sampson, Captain U. S. N.,

A. Marix, Lleutenant Commander U. S. N., Judge Advocate, United States flagship New York, March 22, 1898, off Key West, Fla. ADMIRAL SICARD APPROVES.

The proceedings and findings of the court of inquiry in the above case are M. Sicard, Rear Admiral, Comman-

der-in-Chief of the United States Naval force on the North Atlantic

WON'T STAND DELAY.

Radical Members Not to Be Held Check Much Longer.

Washington, March 28.-A number of senators and representatives of both parties conferred with the president at the White House tonight. It is said that the opinion expressed by most of those who talked with Mr. McKinley was that congress was inclined to object to further delay towards a settlement of the Spanish situation, and that unless the next message was more definite, the radical members could not be held in check.

At the meeting of the senate committee on foreign relations on Wednesday Senator Frye will move that the committee remain in continuous session until the question relating to the Maine, Cuba and Spain are settled. Mr. Foraker will introduce tomorrow a resolution recognizing the independence of Cuba.

CUBA WILL NEVER YIELD.

So Says the Junta's Attorney, Horatio

S. Reubens. New York, March 28 .- "The United States may make arrangements with Spain, but the Cubans will never consent to an armistice or any other plan but independence," said Horatio S. Rubens, counsel for the Cuban junta, today.

"The Cubans would be thankful for the interest shown by this country, but would have to respectfully decline all such propositions. It is an absolute loss of time for the United States to entertain any negotiations of the kind

Secretary Gage Will Not Resign. Washington, March 28.-There is no ruth in the report that Secretary Gage has resigned or has any intention of re-signing. In the course of a conversation

oday the secretary said that there was

perfect unity in the cabinet on the Cupan

THE MESSAGE IS READ IN CONGRESS

Intense Interest Aroused in Both Senate and House.

IMMENSE CROWDS IN GALLERIES

Throughout the Rending of the Message and Report of Finding of Court Not the Slightest Demonstration Is Made in Senate, Though a Wave of Applause Greets the Message in the House.

Washington, March 28 .- A scene of intense interest was presented in the senate today when the president's message transmitting the findings of the Maine court of inquiry was re-

The galleries were packed to the doors and the attendance of senators was quite as large as it has been at any time during the present session. Eager to ascertain the full findings of the court, scores of members of the house after the adjournment of that body had hurried to the senate chamber and the floor was crowded with

When the reading of the president's message was begun, a hush so marked fell over the chamber that one literally might have heard a pin fall.

Throughout the reading of both the message and the findings of the court there was not the slightest demonstration. Following closely upon the message and findings came the speech of Mr. Money (Miss.) upon his recent observations in Cuba and the deductions from them which he had made. He spoke extemporaneously and his vigorous, and, at times, impassioned, eloquence carried his auditors in full sympathy with him. Upon the announceof Representative Simpkins death, the senate adjourned.

IN THE HOUSE.

The reading of the president's message in the house today was listened to with breathless interest by the members and the spectators in the galleries who were crowded in like sardines in a box.

Upon conclusion of the reading of the message it was referred to the foreign affairs committee. There was no controversy over its reference to the committee. When the reading of the message was finished a wave of applause swept from floor to ceiling.

The death of Representative Simpkins was then announced and the house

FLYING SQUADRON.

Commodore Schley Takes Command. More Than Usual Enthusiasm

Fort Monroe, Va., March 28 .- (With the American flying squadron, Hampton Roads, March 28.)-More than the usual enthusiasm was displayed today by the officers and men of that portion of the American flying squadron already assembled here when Commodore W. S. Schley took command. There is always a perfunctory duty to be done in such cases but the duty today was performed with an ill-concealed enthusiasm that bordered upon 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 feelings. The significance of the greeting was in the general feeling that the first step towards the completion of what will be the free fighting squadron had been taken, and the men apparently were gratied both with the step and with the choice of commanders, 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 sailors.

who relieved him of his baggage and

received information that he would go

aboard the Brooklyn, which he has designated as flagship. At 9.30 after breakfast at the Cham berlin hotel, 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 usual formalities as he passed up the Brooklyn's companion way to begin active service. He was shown to the quarters which are more elaborate than upon any other war ship affoat, having been prepared for exhibit when the Brooklyn visited England during the queen's jubilee Within a half hour after boarding the 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 narines on decks and officers and gunners at post. Commodore Schley

ANTON SEIDL DEAD.

stopped to the bridge of the Brooklyn

and reading his commission as com-

mander, took command of the squad

New York, March 28.-Anton Seidi, the famous musical director, died tonight in this city of poisoning, probably from eating fish.

Columbia's Departure. Philadelphia, March 28.-The United States cruised Columbia left League sland navy yard for Hampton roads at Lib o'clock this afternoon. Her tepara ure was barren of any ceremony, but the wharves at the navy yard were crowded with citizens who cheered as she got under way. She steamed slowly down the river and at nightfall reached deep water point, near New Castle, Dol., where she

Six Years for a Firebug. Pottsville, Pa., March 28 .- William Rich Michael Darrah and Edward convicted last week of setting fire to the Eagle Hosiery mill at Maha oy City, were today each sentenced to ix years' imprisonment and \$100 fine and

He Thinks War of Any Sort Is Better

Than Rotting in Pence. Washington, March 28.-In the senate today Mr. Money, of Mississippi, in his speech on the Cuban question said he was willing to go any extent to feed the starving, clothe the naked and relive the sick upon that unhappy island, but he was satisfied no definite results could be obtained by the employment of such means alone. Much time had been wasted in efforts to bring about peace through autonomy and through diplomatic agencies. He thought we should make decisive de mands upon Spain for the cessation of hostilities in Cuba, as we stand responsible to history for our action now. If such action should bring war-let war come. "Any sort of war is better," said he, "than a rotting peace."

It was not becoming in congress, he said, to await the slow process of di-plomacy. He had confidence in the American congress. He did not desire to offer facetious opposition to the administration's policy but for one he would not abdicate his right to act for himself and those whom he represent-

SPAIN'S REPORT.

s Emphatic in Declaring Only One Explosion, and That Internal, Destroyed the Maine.

Washington, March 28 .- A full syn opsis of the report of the Spanish navcommittee which investigated the destruction of the battleship Maine is here given by the Associated Press. It is taken from a copy of the original report, which is now on its way here from Havana, the synopsis being cabled in the meantime to be placed in the hands of this government today. The conclusions reached are decidedly opposite to those of the court of in-quiry, submitted to congress today The synopsis is as follows:

The report contains declarations by ocular witnesses and experts. From these statements is clearly deduced and proves the absence of all those attendant circumstances which are invariably present on the occasion of explosion of a torpedo.

The evidence of witnesses comparatively close to the Maine at the moment, is to the effect that only one ex-plosion occurred; that no column of water war thrown in the air, that no shock to the side of the nearest vessel was felt, nor on land was any vibraion noticed and that no dead fish were

The evidence of the senior pilot of the harbor states that there is abundunce of fish in the harbor and this is corroborated by other witnesses. The assistant engineer of works states that after explosions made during the execution of works in the narbor he has always found dead fish.

The divers were unable to examine

the bottom of the Maine which was buried in the mud but a careful examination of the sides of the vessel. all the rents and breaks in which at outward, shows without a doubt that the explosion was from the in-A minute examination of the bottom

of the harbor around the vessel shows absolutely no sign of the action of torpedo, and the fiscal (judge advocate) of the commission can find no precedent for the explosion of the storage magazines of a vessel by a

The report makes clear that owing to the special nature of the proceedings followed and the absolute respect shown for the extra territorial status of the Maine, the committee has been prevented from making such an examination of the inside of the vessel as would determine even the hypothesis the internal origin of the accident This is to be attributed to the regrettable refusal to permit of the neces sary co-operation of the Spanish com-mitte, both with the commander and crew of the Maine and different offi-cials commissioned to investigate the causes of the accident and later with those employed in salvage work.

The report finishes by stating that an examination of the inside and outside of the Maine as soon as such may be possible, also of the bottom where vessel rests, will prove that, supposing the remain (of the wreck) be totally or partially altered in the process of extraction, the explosio was undoubtedly due to some interior

WOODFORD CONFERS WITH GULLON.

Presents an Extract from Report o

the American Board of Inquiry. Madrid. March 28.-Midnight-United States Minister Woodford had an important conference tonight with Senor Gullon, the foreign minister, and communicated to him an extract from the report of the American board of inquiry into the Maine disaster.

Tomorrow General Woodford will confer with the premier, Senor Sagasta, and Senors Gullon and Moret, the foreign and colonial ministers.

The latest election returns show that 192 Ministeralists, 46 Conservatives, 7 Romeristas, 15 Republicans and 3 Carlists have been elected.

Advices from Havana show that four Autonomists and two Conservatives have been returned.

Col. Cepero Arrives.

New York, March 28 .- On board the steamer Yucatan which arrived today from Havana were Colonel Jose L. Cepero and wife and four children. Colonel Ce pero belong to the Cuban army and is the bearer of important dispatches to the junta in this city. A prominent member of the Cuban junta said tonight that Colonel Cepero will not be received by the junta if he calls. He said Cepero was formerly in General Gomez's staff but he accepted a bribe of \$6,000 from the Span ards and surrendered. He subsequently asked Gomez to allow him again ter the Cuban army, but when told that he could do so only as a private he agair surrendered to the Spaniards.

The Herald's Weather Forecast.

New York, March 29 .- In the middle states and New England, today, fair colder, preceded by cloudiness in the eastern districts with light and fresh south-erly to westerly winds shirting to northwesterly followed by clear and freezing n the Delawrre and Hudson valleys and in New England partly cloudy to fair preceded by rain on the custern coast with slight temperature changes and fresh variable winds.

MR. MONEY'S OPINION.

TESTIMONY IN MAINE INQUIRY

Chain of Evidence That Clearly Establishes the Facts Set Forth in the Official Report of the Court of Inquiry in the Maine Tragedy—Testimony Given by the Officers of the III-Fated Ship Shows That an Internal Explosion Could Not Have Occurred.

Washington, March 28 .- The immense | autonomy and produce excitement and

mass of testimony taken by the Maine most probably a demonstration. Ask that it not be done until they can get court of inquiry was sent to the senate today and with the president's mesinstructions from Madrid. Say that if sage and finding of the court referred for friendly purposes, as claimed, deto the committee on foreign relations. lay is unimportant." The testimony was taken on eighteen It was too late, however, the Maine different days, the fourteenth day, howhad already sailed. She arrived next ever, being devoted to viewing the day, and Lee reported her arrival to wreck. Every witness who was known the state department. to have any information that could Captain Sigsbee told of the arrival of throw light upon the great disaster the ship in Havana harbor Jan. 24. He was called to give his testimony. The took on an official pilot. He could not state whether the Maine was placed in story of the destruction of the vessel is told not graphically but in a manner the usual berth for men of war, but said that he had heard remarks since which gives all the obtainable facts. No technical detail is omitted. Every the explosion, using Captain Stevens temporarily, in command of the ward movement and incident connected with the Maine from when she left Key line steamer City of Washington, as West until the day divers examined the authority for the statement, that he had never known in all his experience, wreck slowly sinking in the mud of Havana harbor is given. It is a story which covers visits to Havana for five intensely interesting to the American or six years, a man of war to be anpeople. Those who read could have little doubt as to whether there was chored at that bouy; that he had rarely known merchant vessels to be anan internal or external explosion. Perchored there, and that it was the least haps the most significant testimony is used bouy in the harbor. that showing the bottom plates on the port side of the ill-fated Maine to be

bent inward and upward, a result that

could hardly have followed anything

save an explosion from the outside. A

mass of testimony is submitted show-

ing the care exercised on board the ship

by Captain Sigsbee and his officers and

the apparent impossibility of the acci-

dent occurring by any internal cause

such as the heating of the bunkers

spontaneous combústion, or from other

caues upon which so many theories

The testimony of Captain Sigsbee is

of the greatest importance and his is

of more general interest than that of

any man called before the board. With

great care and minuteness he gives an

account of the management of the ship,

how she was handled, what was done

sailed into Havana, her anchorage and

what he knew about it, and in fact

every point upon which the govern-

formed. Nothing in Captain Sigsbee's

testimony shows that the anchorage

dangerous by any one.

place from the outside.

Wainwright related.

sions of the court:

following cipher message:

Weather Indications Today:

was changed or that it was considered

Second to the importance of the tes-

imony of Captain Sigsbee is that of

Ensign Powelson, who has charge of

the divers and knew from day to day

what these divers found. This officer

was minutely informed as to the con-

struction of the Maine and everything

about her. His testimony was to a

certain extent technical, bearing upon

the construction of the ship, her plates

etc., but it was from these plates and

this technical knowledge that he was

able to declare that the explosion took

The divers, Morgan, Olsen and Smith,

all contributed important evidence

They testified that the plates were bent

inward on the bottom port side and

STORY OF THE EXPLOSION.

The story of the explosion is told by

what Captain Sigsbee and Commander

Nothing in the testimony fixes re

sponsibility, 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 Amer-

icans generally, and a witness whos

name is suppressed, tells of overhear

ing a conversation among Spanish of

ficers and a citizen indicating a fore-

knowledge of the destruction of the

Maine, by blowing her up. An official

of the American consulate tells of in-

formation received anonymously tend-

ing to show that a conspiracy existed.

Put nothing is definitely stated which

fixes any responsibility upon Spain or

Following are portions of the testi

Consul General Lee told of the of-

"Authorities profess to think the

THE NEWS THIS MORNING

Showers: Colder; Narthwesterly Winds.

Telegraph-Message of President of

Full Report of the Inquiry Board.

Neignboring County News.

quiry Board (Concluded).

Comment of the Press.

Grand Jury's Report.

of Control Meeting

Lackawanna County News.

ble Mink.

Local-Court Proceedings.

4 Editorial.

Evidence Before the Inquiry Board. Tribune's Popular Want Columns.

Telegraph-Evidence Before the In

6 Local-Victous Assault Upon Consta

Local-Fun and Business at the Boar

New Rules in Naturalization Court.

Local-West Beranton and Suburban

sidering a New Peace Plan for Cub-

6 Telegraph-President McKinley Cor

Philadelphia Bribery Charges.

different witnesses and adds little to

outward on the starboard side.

were based.

The position of the other ships close by was pointed out by Captain Sigsbee. As to the regulations regarding inflammable materials and paints and the taking of the temperature of the magazines, everything had been complied with. He had no recollection of any work going on in the magazine or shell rooms on the day of the explo-

RELATIONS WITH SPAIN. Speaking generally of his relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. He told of the complaint made to the navy department by the autonomist leaders that he had failed to visit them. This he subsequently did and was pleasantly received.

When asked whether there was any from day to day on board, how she demonstration of animosity by people afloat, Captain Sigsbee said that there never was on shore, as he was in-, but there was affoat. He the related that on the first Sunday after the Maine's arrival a ferry boat crowded densely with people, civil and military, returning from a bull fight in Regla, passed the Maine and about forty aboard indulged in yells, whistles and cat-calls.

During the stay in Havana Captain Sigsbee took more than ordinary precautions for the protection of the Maine by placing sentries on the forecastle and poop, quartermaster and signal boys on the bridge and on the poop. A corporal of the guard was especially instructed 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, and a number of rounds of rapid-fire ammunition kept in the pilot house. He said he had given orders to the master at arms and the orderly sergeant 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 route these people had taken and never to lose sight of the importance of the order. There were only two visits of Spanish military officers. Once a party of five or six Spanish officers came on board, but according to the captain they were constrained and not desirous of accepting much courtesy.

Referring to the electric plant of the Maine, Captain Sigsbee said there was no serious grounding or sudden flashing up of the lights before the explosion, but a sudden and a total eclipse.

EFFECT OF THE EXPLOSION.

By the time Captain Sigsbee reached mony taken during the various sesthe quarter deck it was his impression that an overwhelming explosion had occurred. When he came from the ficial formalities preceding the Maine's cabin he was practically blinded for a arrival. He notified the Havana offew seconds. His only thought was for ficials after which call he sent to the the vessel and he took no note of the state department at Washington the phenomena of the explosion. The centre of the explosion was beneath and a little forward of the conning United States has ulterior purpose in tower on the port side. In the region sending the ship. Say it will obstruct of the center or axis of the explosion was the six-inch reserve magazine which contained very little powder, about 300 pounds. According to Captain Sigsbee it would be difficult to conceive the explosion involved the teninch magazine because of the location of the explosion and that no reports show that any ten-inch shells were hurled into the air because of the explosion. The captain then went into details as to the location of the small

irms and ammunition Various Spanish officials came on board and expressed sympathy and sorrow for the accident. Representaives of General Bianco and of the admiral of the station were among them. He said that the Spanish authoriies were very much averse to an investigation, except officially, on the grounds, as stated by the Spanish adniral, that the honor of Spain was inolved, so he forebode to examine the ubmarine portion of the wreck for the ause of the explosion until the day the ourt convened. He paid a tribute to he crew and said that a quieter, heter matured lot of men he had never

tnown on board any vessel in which he had served. He had no fault to find [Continued on Page 3.]