THE MAINE REPORT.

FINDINGS OF THE COURT OF INQUIRY WHICH THE PRESIDENT HAS SUBMITTED TO CONGRESS.

Captain Sigsbee and the Other Maine Officers Exonerated—Excellent Discipline on Board the Battleship—The Explosion Was Caused by a Mine, Which Also Exploded Two of the Ship's Magazines.

In re explosion, U. S. S. Maine,
Before a Court of Inquiry, Key West, Fla.

U. S. S. Iowa, First Rate,
Key West, Fla., Monday, Mar. 21, 1898

After full and mature consideration of all the testimony before it, the Court finds as follows:

1. That the United States battle ship 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 Maine.

2. The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out.

All ammunition was stowed in accordance with prescribed instructions, and proper care 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 been opened, and after the destruction of the Maine the keys were found in their proper places in the Captain's cabin everything having been reported secure that evening at 8 p. m.

The temperature 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 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 were stowed in the cabin aft, and remote from the scene of the explosion.

Waste was carefully looked after on board the Maine to avoid 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 the explosion. No dangerous stores of any kind were stowed below in any of the other storerooms. The coal bunkers were inspected daily. Of those bunkers adjacent to the forward magazines and shell rooms four were empty, namely, B 3, B 4, B 57, P 6.

"A 5" had been in use that day and "A 6" was full of new river coal. This coal had been carefully inspected before receiving 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 "B 4" and "B 6" being empty. This bunker "A 6" had been inspected that day.

By the engineer officer on duty. 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 boilers of the ship were in use at the time of the disaster, but for auxiliary purposes, with a comparatively low pressure of steam, and being tended by a reliable watch. These boilers could not have caused the explosion of the ship.

The four forward boilers have since been found 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 proper 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.

Condition of the Wreck.

3. The destruction of the Maine occurred at 9:40 p. m. on the 15th day of February, 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival.

There were two explosions of a distinctly different character, with a very short but distinct interval between 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 nature of a report, like that of a gun, while the second explosion was more open and prolonged, and of greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

4. The evidence bearing upon this being principally obtained from the divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship 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 forward part of the ship are, however, established by the testimony:

That portion of the port side of the protective deck which extends from about frame 30 to frame 41 was blown up, aft and over to port. The main deck from about frame 30 to frame 41 was blown up aft, and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the after part.

This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

5. 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 have been had the ship sunk uninjured. The outside bottom plating is bent into a reversed shape, the after wing of which, about fifteen feet broad and thirty-two feet in length (from frame 17 to frame 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 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 this 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 Maine on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of 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 explosion of two or more of her forward magazines.

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

(Signed) W. T. SAMPSON,
Captain, U. S. N.,
President.
A. MARIX, Lieutenant Commander.
U. S. N., Judge Advocate.

U. S. Flagship, New York,
Off Key West, Fla., March 28, 1898.

The proceedings and findings of the Court of Inquiry in the above case are approved.

(Signed) M. SICARD, Rear Admiral.
Commander in Chief of the U. S. Naval forces on the North Atlantic Station.

Captain Sigsbee's Testimony.

Washington, D. C.—Captain Sigsbee, in testifying before the Court of Inquiry, which convened in the harbor of Havana Monday, Feb. 21, said that he assumed command of the Maine on April 10, 1897, and that his ship arrived in the harbor of Havana the last time Jan. 24, 1898.

The authorities at Havana knew of the Maine's coming, Consul General Lee having informed the authorities, according to official custom. After he took on an official pilot sent by the Captain of the Port of Havana, the ship was berthed in the man-of-war anchorage off the Machina, on the Bheara, and, 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 1878. He could not say whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Capt. Stevens, temporarily in command of the Ward line steamer, City of Washington, as authority for the statement that he had never known in all his experience, which covered visits to Havana for five or six years, a man-of-war to be anchored at that buoy; that he had rarely known merchant vessels to be anchored there, and that it was the least-used buoy in the harbor.

In describing the surroundings when first moored to his buoy Capt. Sigsbee stated that the Spanish man-of-war Alphonso XII was moored to the position now occupied by the Fern, about 250 yards to the northward and westward of the Maine. The German ship Ghiesenau was anchored at the berth now occupied by the Spanish man-of-war Segaspe, which is about 400 yards 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 four or five hundred yards.

In describing the surroundings at the time of the explosion Capt. Sigsbee stated that the night was calm and still. The Alphonso XII was at the same berth. The small Spanish dispatch boat Segaspe had come out the day before and taken the berth occupied by the German man-of-war the Gniesenau, which had left. The steamer City of Washington was anchored about two hundred yards to the south and east of the Maine's stern, slightly on the port quarter.

The Maine coaled at Key West, taking on about 150 tons, the coal being regularly inspected and taken from the Government coal pile. This coal was placed generally in the forward bunkers. No report was received from the chief engineer that any coal had been too long in the bunkers and that the fire alarms in the bunkers were sensitive.

In so far as the regulations regarding inflammables and paints on board Capt. Sigsbee testified that the regulations were strictly carried out in regard to stowage and that the waste also was subject to the same careful disposition. As to the situation of the paint room, he fixed it as in the "eyes of the ship" just below the berth deck, the extreme forward compartment.

As for the disposition of inflammables, they were stowed in chests, according to regulations, and when inflammables were in the excess of chest capacity they were allowed to be kept in the bathroom of the Admiral's cabin.

Regarding the electric plant of the Maine, Capt. Sigsbee said that there was no serious grounding nor sudden flaring up of the lights before the explosion, but a sudden and total eclipse.

As for regulations affecting the taking of temperature of the magazine and so on, Sigsbee said there were no special regulations other than the usual regulations required by the department.

He examined the temperature himself and conversed with the ordnance officer as to the various temperatures and the contents of the magazines, and according to the opinion of this officer, as well as Sigsbee, the temperature was never at the danger point.

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

General Fitzhugh Lee's Testimony.

Consul General Fitzhugh Lee appeared before the court on March 8.

His testimony related to the official formalities preceding the Maine's arrival.

On Jan. 24 he received a message from the State Department saying that the Maine would be sent to Havana on a friendly visit to resume the regular status of naval relations between the two countries, and he was ordered sies. After a call at the Palace he sent the State Department a cipher message to make arrangements at the Palace for the interchange of official courtesaying:

"Authorities profess to think the United States has ulterior purpose in sending the ship. Say it will obstruct autonomy and produce excitement, and most probably a demonstration. Ask that it not be done till they can get instructions from Madrid. Say that if for friendly purpose, as claimed, delay is unimportant."

It was too late, however; the Maine had already sailed. She arrived next day, and Lee reported her arrival to the State Department.

Ensign Powelson's Testimony.

Ensign W. V. N. Powelson was called the third day of the court.

He testified that he had been present on the Maine every day from the arrival of the Fern and during a great deal of the diving.

In reply to a question to tell the court all about the condition of the wreck, he said that part of the ship forward of the after smokestack had been to all appearances completely destroyed. The conning tower lay in a position opposite the door leading to the superstructure aft and to starboard, inclined at about 110 degrees to the vertical with the top of the conning tower on board.

Continuing, he described with close detail the condition under the main deck on the port side. The fixtures were completely wrecked, while fixtures in the same position on the starboard side were in some cases almost intact.

The port bulkhead between the main and berth decks at the conning tower support had been blown aft on both sides, but a great deal more on the port than the starboard side.

The fire room hatch immediately abaft of the conning tower had been blown in three directions aft, to starboard and to port.

The protective deck under the conning tower supports was bent in two directions, the plates on the starboard side being bent up and on the port 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 the starboard of the midship line.

Just forward of the conning tower underneath the main deck two beams met at right angles; one beam was broken and pushed from port to starboard. A grating was found on the poop awning just forward of the after searchlight.

A piece of the side plating just abaft of the starboard turret was visible. This plate was bent outward, and then the forward end bent upward and folded backward upon itself.

Engineer Bowers' Testimony.

Passed Assistant Engineer Bowers, senior assistant to the Chief, was examined particularly as to the precautions taken on board the Maine against spontaneous combustion.

He said that the order had been to inspect the bunkers every day and log it. In the case of the bunkers that had an escape door they had always opened these doors. He was on duty the day before the explosion.

The coal in bunker A 18, he said had been stored either in Norfolk or Newport News. There was about forty tons of it, and it was soft coal. The bunkers immediately after were empty. The door leading from the bunker to the ten-inch lodge room was kept closed.

Asked his opinion as to what effect heat generated in a bunker which had become lighted by spontaneous combustion in the bottom would have upon the upper part of the bottom and the bulkheads, Mr. Bowers said it could be very materially noticed.

As to the condition of the after boilers, he said they were practically banked and were in good condition, and he did not consider that there was any danger of their having too much pressure in them for safety on the evening of the explosion.

The safety valves blow, he said, at about 130 pounds, and only 80 to 100 was carried for auxiliary purposes.

They had the usual thermostats in the bunkers, but as these instruments did not work very well the bunkers were examined daily by feeling.

Mr. Bowers said there had never been a fire from spontaneous combustion in the bunkers. They had once thought they had such a fire, but it was from a leaky exhaust pipe from the ice machine.

Chief Gunner's Mate Olsen's Testimony.

Chief Gunner's Mate Olsen of the U. S. S. 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 part of the ship. To use his own expression, he said:

"I found the wreck all blowed up. I found a lot of grate bars down there."

The second time he went down he went further forward, and there located a lot of 10-inch shells. Forward of these the plates were bent inward over them.

"This plate was sheared from the rest of the plating below the water line. This plating below the water line has been pushed out to starboard."

The unarmored gratings of the engine room hatch were blown off. A compensation strainer was picked up from the bottom on the starboard quarter at a point about opposite the poop capstan and about seventy feet from it. The chief engineer thought the strainer was from the firemen's wash room. It was not a strainer in the ship's side.

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

Lieut.-Com. Wainwright's Testimony.

Lieut.-Commander Richard Wainwright testified that the regulations in regard to paints and inflammables and all other precautions were strictly carried out out board ship. Every possible care was taken to avoid accident.

All visitors were scrutinized before being allowed to come on board the ship. Nobody was allowed unaccompanied.

Special "lookouts" were required at night. No unauthorized boats were allowed to approach the ship.

There was fine discipline, obedient crew, quiet men.

He was in the Captain's office at the time of the explosion, felt a very heavy shock and heard noise of falling objects on deck.

Spain Will Yield No Further.

London.—The Madrid correspondent of the Standard says: "United States Minister Woodford had an official interview with the Ministers of Foreign Affairs and the Colonies, Senors Gullon and Morat, at the private residence of the former. General Woodford left with them an official note explaining fully the views and intentions of the American Government. The Spanish reply, couched in firm language, says that the Spanish Government cannot agree with the conclusions the American Government has drawn from inaccurate information, and that the Government believes it has reached the extreme limit of concessions compatible with the honor and dignity of Spain, and will not admit encroachments on her rights of sovereignty in the West."

Lee Stopped the Search.

Havana.—A grave incident has occurred which, under the circumstances, might have produced a serious complication. This result, however, was fortunately averted. The wrecking tug A. D. Bache came here to carry away all the war material of the Maine that had been recovered. While she was loading Spanish officials began to search her. Consul-General Lee was quickly notified of the matter, and he at once demanded from Admiral Manterola and General Blanco that the search should be stopped. General Lee's request was immediately complied with.

Spain's Flotilla Sails.

Washington, D. C.—Spain's action in starting her torpedo flotilla on its way from the Canaries to Porto Rico is regarded here as hinting more directly at a possible severance of friendly relations with this country than any other step taken by either nation since the destruction of the Maine. As is well known, the Spanish flotilla, certainly the most formidable which has yet been collected for active service, left Cadiz for Porto Rico more than two weeks ago; but by subsequent orders from Madrid was detained at the Canaries, its first stopping point for coal and supplies.

Wainwright's Flying Squadron.

Washington, D. C.—Commodore Winfield Scott Schley, at present connected with the Lighthouse Board, has been ordered to command the flying squadron at Hampton Roads, with the Brooklyn as his flagship. His command at present comprises three vessels, the Brooklyn, the Columbia and the Minneapolis, all ocean greyhounds, but in a short time his squadron probably will be swelled to about a dozen ships.

Regards War as Inevitable.

London.—The Daily Mail, which regards war between the United States and Spain as inevitable, the only uncertainty being the time Spain will choose for beginning hostilities, says: "America will naturally triumph, and earn the world's praise for ridding Cuba of ruthless tyranny."

Spain's Torpedo Fleet.

Madrid.—The statement is reiterated that Spain will consider it an act of piracy if the United States prevent the Spanish torpedo fleet, now at sea, from reaching Porto Rico.

HAVANA IS EXCITED.

AMERICANS IN THE CUBAN CAPITAL IN GREAT DANGER.

Rumor That the United States Must Yield Spain to End Cuban War Causes Great Excitement in Havana—Anticipating Shows to Our Citizens.

Havana, March 30.—This city is at white heat over a report that the United States have demanded that Spain end the war in Cuba. Trouble is looked for.

The Spaniards here are too ignorantly patriotic to be cowed. They are of a brave race and they do not understand the power of the 70,000,000 people and the untold millions of money of the United States.

They see in the harbor the Maine a pitiful wreck, the insignificant Fern and the splendid Spanish warships the Vizcaya and the Oquendo. They feel that they would be equal, if not superior, in a conflict, and as nothing could be worse than present prostration, they welcome even the prospect of a battle for a change.

Americans here have never been in such danger as they are at present. Ignorant, prejudiced and cruel, the armed Volunteers refuse still to be coerced by Blanco into giving up their rifles for deposit in a common armory. Indeed, it is said that the armory cannot be finished for a year.

The Volunteers are now more dangerous than ever. Inflammatory circulars are becoming genuine Spanish-written documents. They are growing vulgar, which is a sure sign of Spanish middle-class authorship, and they insult American women, wives of American Congressmen and correspondents now or lately in Havana.

It is not unlikely that the death of an American here may within thirty-six hours bring war in fact.

Admiral Sicard Detached.

Washington, D. C.—The termination of the Board of Inquiry's task has apparently given Admiral Sicard, commanding the naval forces in the North Atlantic, the opportunity, now somewhat delayed, to submit himself for examination to a medical examining board. For some time past the Admiral's health has been poor, and he was obliged to ask not long ago for a short leave of absence while suffering from an attack of malarial fever. Three surgeons now stationed at Key West have been appointed a board to report on the Admiral's physical condition.

Work for the Orsinos Abroad.

London.—The United States cruiser New Orleans (formerly the Louisiana) will take a heavy cargo of powder, shells and guns. She will go to Hoboken and load another cargo of brown powder previously ordered by Brazil. The consignment is so large that the authorities will not permit it to be loaded at Greenpoint. The New Orleans and the San Francisco have sailed. The Olympia is sailing. The Oregon remains [illegible] repairs.

Need for the Starving.

Havana.—The work of American charity in Cuba is beyond praise. Although heretofore the relief supplies have been in fairly small quantities, preparing the work of the American Red Cross Society from being prosecuted on a larger scale, provisions have now been received that will suffice to feed over 200,000 reconcentrados for a month.

General Lee Refuses a Body Guard.

Havana.—Secretary General Congosto asked General Lee to permit him to furnish him a personal body guard. General Lee declined the offer, and General Congosto has increased the detail of plain clothes detectives, with a view to his protection as he goes about the city.

Buying Cavalry Horses.

Kansas City.—The United States Government has increased its orders for cavalry horses. Rufus B. Eddy, of Cameron, Mo., is here buying all the horses suitable for cavalry or artillery purposes that he can find.

THE MARKETS.

Produce.

Quotations in the grain market show light variations since our last report.

Wheat, 103 @ 104; Corn, 33½@34½; Oats, 30@30½.

CREAM AND MILK.

The average daily receipts of milk and cream at the different railroad distributing points in and near New York for the week have been as follows: Fluid milk, 28,341 cans; condensed milk, 187 cans; cream, 453 cans.

The Exchange price is 2¼ cents a quart net to the shipper.

BUTTER.			
Creamery—West. extra	—	@	16
Firsts	15	@	15½
Thirds to seconds	11	@	14
State—Seconds to firsts	11	@	15½
State Dairy tubs, extras		@	15
Factory, Fresh, firsts	13½	@	14½
CHEESE.			
State—Full cream, n. w. large		@	8
Small	8½	@	8¾
Part skims, good to prime	4½	@	5
Full skims	2	@	3
EGGS.			
State and Penn—Fresh ⅌ doz.		@	10½
Jersey—Fancy	13	@	13½
Western—Choice		@	10½
VEGETABLES.			
Potatoes, ⅌ bbl.	2 00	@	2 50
Onions, yellow, ⅌ bbl.	1 00	@	2 00
Red, ⅌ bbl.	50	@	1 25
Turnips, Russia, ⅌ bbl.	60	@	80
LIVE POULTRY.			
Fowls, ⅌ lb.	9	@	10
Chickens, ⅌ lb.	9	@	10
Turkeys, ⅌ lb.	10	@	11
Ducks, ⅌ pair	50	@	75
Geese, ⅌ pair	75	@	1 50
Pigeons, ⅌ pair		@	30
DRESSED POULTRY.			
Turkeys, ⅌ lb.	11	@	13
Broilers, Phila.	25	@	30
Western, dry picked	9½	@	10
Fowls, State & Penn., ⅌ lb.		@	[illegible]
Ducks, Western, ⅌ lb.		@	[illegible]
Squabs, ⅌ doz.	[illegible]	@	[illegible]

HEAD [illegible]

GENERAL [illegible] MAY [illegible]

He is a Native of Ohio—Was Twice Wounded in the Civil War—Was Brevetted Major General for Gallantry at Chickamauga—Was Military Governor of Santiago.

Major General [illegible] has become the [illegible] since President [illegible] bill appropriating [illegible] country's defense. [illegible] as head of the United [illegible] largely depends the safety [illegible] the nation. Congress [illegible] to elevate him to the [illegible] and general, both [illegible] tion and his years of [illegible] vice.

General Miles was a [illegible] he entered the Union army [illegible] rose so rapidly during [illegible] that he came out [illegible] army with the title of brevet [illegible] general, although he was but [illegible] six years old. After the war, [illegible] Jefferson Davis was sent to [illegible] Monroe as a prisoner, Miles was [illegible] tected by Secretary Stanton [illegible] charge of the noted captive. [illegible] were uncertain times, and the [illegible] officer took every precaution to [illegible] that his prisoner did not escape.

[illegible]

[illegible]

[illegible]