# STORY OF THE DISASTER TO THE MAINE.

(Continued from First Page.)

every day from the arrival of the boat Fern and did a great deal of the diving.

In reply to a question to tell the court all about the conditions of the wreck, he said the forward 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 inward.

CONDITION UNDER MAIN DECK.

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 on the starboard side. The fireroom hatch, immediately abaft of the conning tower, had been blown in three directions, aft, to starboard and to port. The protective decks and the conning tower supports were bent in two directions, the plates on the starboard side being bent up and on the starboard side bent down.

In reply to an inquiry whether he meant with reference to their original position, Ensign Powellson 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 and 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.

The piece of 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. This plate was severed from the rest of the plating below the water line. This plating below the water line had been pushed out to starboard.

The gratings of the fireroom hatch were blown off. A composition strainer was picked up from the bottom, on the starboard quarter, at a point about opposite the poop capstan, and about thirty feet from it. The Chief Engineer thought the strainer was from the firemen's washroom. There was not a strainer in the ship's side, nor the piece of outside plating to which was referred to. Above, he said, were pieces of red shellaced planks. On these planks was bolted a composition track two inches wide and an inch thick.

Ensign Powellson asked if the court meant for him to say anything about what the divers reported or just what he saw.

WHAT DIVERS DISCOVERED.

The Judge-Advocate replied that he would like to have him state any important discovery which might lead the court to draw some conclusion as to the cause, and if a diver gave such information to state the diver's name. Before doing so the Judge-Advocate asked witness to state if the forward and after part of the ship were in line.

Ensign Powellson replied that as far as he could judge they were not. The end where the explosion occurred seemed to be pushed from port to starboard from five to ten degrees, he should judge, with the apex to the starboard.

The divers reported to witness that at a point where the 10-inch shellroom should be, they discovered the 10-inch shells regularly arranged, but the ship sunk down so much that some of the shells were in the mud.

Gunner Morgan reported that in walking on the bottom, he fell into a hole on the portside and went down in the mud. He also reported, 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 toward starboard and then bent down.

Ensign Powellson then said that a powder kalk 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. The 10-inch tank was badly battered out of any conceivable shape.

Continuing, the 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 bottom.

STARBOARD TURRET GUNS.

"What is the condition of the starboard turret?" witness was asked.

"To my knowledge, it has not been found, sir," was the reply. He understood something had been found under the place where the turret formerly was, but its exact character had not been determined.

"About what impression is produced upon your mind?" Ensign Powellson was asked.

"From ships alone, or of the appearance of the wreck?"

"Either from such reports or the condition which you believe to exist."

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

Witness then replied to further questions that 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 mistaken all the time. Referring to his notes made of things on the Maine, Ensign Powellson said that the arch 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 covered with a greasy deposit, the starboard side being comparatively free from it.

ON MAIN DECK FORWARD.

The forward smoke pipe and the superstructure decks did not show any signs of the internal pressure of gases. On the main deck forward of the conning tower, where the fore and aft angle bulb was located, the planking was blown off on the only remaining plate of the main deck on the port side, while the wood was still attached to that part of the starboard side by side between the conning tower base and the turrets. What the 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 a diagram of various parts of the sunken ship, and explained them to the court.

The witness' evidence about the strip on the starboard side of the outside plating of the ship, which was folded and rolled backward was recalled to him. Powellson said he could see the plate bent outward, as it was only two feet under water where the spear occurred. Witness had taken soundings, and had found five fathoms of water on both sides of the Maine down to the mud. Taking a 14-pound lead line and dragging with a wherry for obstructions on the port side, dragging close to where he thought the water ways would be found, he found no obstructions whatever. On the starboard side he found obstructions for twenty feet, where he had reason to believe the water ways had originally been.

NOTHING LEFT OF PORT PLATING.

In answer to questions, Powellson said there was nothing left of the port plating at all. He dragged along the outside to see if anything had fallen out, and found nothing. Witness thought the ship on the port side was entirely gone opposite a point indicated in a diagram handed to the court. It was entirely blown up.

This concluded Ensign Powellson's testimony for the day.

### Powellson Recalled.

Ensign Powellson was recalled on the sixth day, when he said since his last testimony he had received a book of specifications from the Maine. Refreshing his memory from these records, he said the plates on the protective deck were one inch thick, weighing forty pounds per square foot.

Ensign Powellson, wishing to give some testimony regarding the condition of the wreck, Gunner's Mate Olsen, a diver, was admitted, in order that he might correct any erroneous statement, the two having worked together.

PLATES BULGED IN.

Mr. Powellson said that on February 26th Diver Wilson reported to him that on coming up from below, he had followed the forward and aft wings of the V-shape, made by the bottom plating at frame 15, and said the forward wing of the V, the plates ran down on a very steep slant and then entered under and out under the starboard side, that just above where the plates turned to go under the starboard side he found two dents as if the plating had been bulged in between the frames from outside in.

The court asked the size of these two dents.

Mr. Powellson replied that they were about two and one-half feet long, and bulged in about six inches. He further testified that Olsen again went down, and again came to the surface at 11 o'clock, saying he thought he had found the flat keel. Olsen had reported that the keel was sloping downward about 45 degrees and to port with the after part of the keel uppermost. He said he had exploited the after wing of the V, and had found a semicircular hole about two feet below the rivet holes around it. He said that a semicircular hole was about twenty feet to the top from the V, made by the bottom plating. He said the plate presented a jagged appearance, as if it had been torn, and that a crack had extended 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 plating.

Mr. Powellson continued: Olsen had told him he had found a hole cut in a plate twenty-five feet from the angle of the V, and 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 which he was wedged opened so that he had nothing to support him.

OPENING IN THE SHIP'S SIDE.

Mr. Powellson 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 A10, about twenty-one feet from the sluice valve, in an almost verytical position, although it was originally horizontal.

"If you consider the section of the ship between frame 18 and 13," continued Mr. Powellson, "and consider that the part of the bottom floating between frame 18 and frame 15 is bent out at a right angle, and the whole section is turned forward through 90 degrees, you will picture the position in which the plates are now found. This plating could either have been shoved out from the after side, or it could have been pushed in from the forward side. The only indication as to how this was done is the wooden boarding. If the after part of the plating had been pushed out from the inside, the boarding would have been broken at the angle which the plates make. If the forward part of the plating had been pushed the boards would have been pulled away from the after plating as is the case with the plates now."

The Judge-Advocate asked Mr. Powellson how he looked upon the other's testimony in view of his knowledge of the Maine and the drawings of the vessel. He replied that he regarded it as extremely accurate.

EXPLOSION OCCURRED ON PORT SIDE.

The Judge-Advocate asked Mr. Powellson what he deduced from all this testimony received from the diver that forenoon, together with what information he had before.

Mr. Powellson replied that he thought the explosion occurred on the port side somewhere about frame 18, center of impact. The ship yielded at 17 and also at 15, but it was pretty hard to say exactly where the impact came. Frame 15 was blown in.

"How do you account for the immense damage done abreast of the reserve magazine, where there is nothing left, whereas between frames 16 and 18 you have found damaged plates?" Mr. Powellson was asked.

"My idea," he replied, "is that after the ship raised up at frame 18, 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 magazine that was brought up this morning which was as badly battered as most of the powder cases that came up. It looked in very much the same condition."

EXPLOSION OF POWDER TANKS.

"When you say some of the powder tanks, in your opinion, exploded, and some had not, do you refer to 6-inch tanks only or 2-inch tanks also?"

"I refer to both, as I have seen a 6-inch tank that was very little ripped open, and I saw one this morning that had been first opened and flattened out, with evidences of burnt powder in it. I saw one 10-inch tank that was scarcely battered at all, and only the head of it gone. I also saw 10-inch tanks with packing which looked like powder, unburnt, so that, in my opinion, some, but not all, of the 10-inch and 6-inch charges were exploded."

Mr. Powellson said four or five tanks had been brought up that morning, but he did not see all of them. The only one he remembered seeing was exploded and burned out so that the case formed almost a plain surface. The 10-inch tank had its head removed, but it had preserved its approximate shape.

CAUSE OF THE INJURIES.

When questioned further as to what he regarded as the cause of the injuries, Mr. Powellson said: "On the bottom where the 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 that there was a bulge in the plates between the two frames and such a force as that would be a cushion pressure. So the plates in that part of the ship having been broken in, the explosion may have occurred aft, and the frames forward of the transverse armor being weak, as they are aft, the ship might have been lifted up there by this cushion pressure from further aft."

"It struck me," continued Mr. Powellson, speaking of the same part of the vessel, "that the mine there could not have been very close to those plates that were lifted up, because, as I say, the plates are not so much damaged or 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."

BOTTOM PLATES BLOWN UP.

Ensign Powellson was recalled on February 25th and showed the plans of the Maine, from which he had 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 internal explosion.

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

Besides the bottom plates, Powellson found some peeves from the bottom compartment lodged in the angle of the bottom plates that protruded above he 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 Powellson on this investigation had informed him that he had found the ammunition for the 6-inch magazine pushed over to the starboard side.

REPORTS OF DIVERS.

Ensign Powellson was recalled on the eleventh day, and described the reports made to him by the divers, which were afterward directly testified to before the board.

"On March 5th," testified Powellson, "I sent Olsen down the piece of keel, the vertical keel, to make further explorations of the 10-inch magazine. He went down to where the keel became horizontal, frame 23, walked aft about twenty-five feet, and climbed over a lot of wreckage consisting of plates and bulkheads standing upright. The ends were ragged, and he crawled over them to what he thought was a part of a boiler. He could not give definite details, but he thought it was a boiler. A little after this he walked out to port, clear of the ship in the mud. He was at this time forward of the break of the ship at frame 41. Returning about ten feet in, he found wreckage. He examined this plate, and found it curved as if it was 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 compartment seemed to be three and a half or four feet wide. Forward from this point he found a 6-inch tank. It was intact and was sent up. It proved to be a full tank. He found a lot of broken tanks split upon the seams and in one tank at the cover of which was holes in it. He found a lot of mud which was brought up and which looked like dissolved powder. There was any quantity of similar mud in the same place. The mud around the tanks was black, that of the harbor is gray."

## GUNNER'S MATE OLSEN.

**ONE OF THE DIVERS WHO DID DUTY AT HAVANA.**

**Tells How He Descended in the Wrecked Maine, and the Result of His Examination.**

WASHINGTON, March 28.—Chief Gunner's Mate Olsen told how he had been sent to Havana for the purpose of doing diving duty on the wreck. He had also 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 further forward and there located a lot of 10-inch shells. Forward of these the plates were bent in board over them.

Asked if he imagined himself looking forward, he stated that he did. Going over the plates he struck into a lot of 6-inch shells with the slings on them. Going to the right, witness stated, he found a lot of wreckage. It seemed to have been blown over the starboard. Olsen stated that he put his hands into the cracks and brought out several 6-pounder shells.

The next time he went down Olsen testified he went outside the ship, forward of the crane on the port side. He followed the bottom along, and found that the ship's side was blown out—board and alongside the crane, it could be walked on.

"At the part where she was blown up completely," witness said, "part of her bottom plates were turned up. Then you follow the bottom from there up and the plates are blown out-board. At the top and underneath the bottom they are blown in-board and bent in. About three feet forward of the spot there was a piece of iron laid along the bulkhead. The skin of the inside of the double bottoms is curled like a sheet of paper in-board from stem to stern.

"Amidships on the same place there is an armor plate, one plate complete, the top of 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 the starboard.

## CARL RUNDQUIST.

**ONE OF THE DIVERS WHO INVESTIGATED THE WRECK.**

**Ten-Inch Powder Tanks Did Not Look as if They Had Exploded by a Charge Inside.**

Gunner's Mate Carl Rundquist, one of the divers, said he went down in the after part of the 10-inch magazine and found a lot of empty 10-inch powder tanks—dozens of them—with pieces 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 ragged edges of the ship were bent in-board. The bottom of the ship was all blown up.

He found a hole in the bottom of the ship. It looked as if it was blown up from the outside, because the explosion from the inside could not make a hole like that, the pieces of armor plates also showed that they were blown from the outside of the way they were bent.

Rundquist being recalled, testified to the progress of his exploration. He went down March 1st on the port side and found the berth deck sloping aft to starboard. There was coal seven feet deep on the starboard of the crane; some of it had been blown out of the ship on that side. He also found a 10-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 found the break where the armor plate ended. Here he found a string of heavy wire fifteen feet long. Asked as to the condition of the armor he replied: "The end was all twisted and torn and ragged edges and then they all looked pointed in-board. I also examined the upper part of backing and found the inside corner gone."

## LIEUT.-COM. WAINWRIGHT.

**TESTIFIES BEFORE THE COURT OF INQUIRY.**

**Regulations in Regard to Paints and Inflammable Matter Strictly Carried Out.**

WASHINGTON, March 28.—Lieutenant-Commander Richard Wainwright testified that the regulation in regard to the paints and inflammable material and other precautions were strictly carried out on 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. He felt a very severe shock and heard noise of falling objects on deck. Thought the ship was being fired on.

He was told by the Captain to see that the boats were lowered. He saw a few men coming, mostly officers. He saw no reason to flood the magazine because the water was coming up. He saw fire forward. Boats began to crowd around the wreck. He induced the boats 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 forwarded with the promptness of a drill. He was at 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 was still some burning fragments.

On the sixteenth day, Commander Wainwright said: "Nearly all the powder shows 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 6-inch tanks that were opened at the seams and were pressed down flat as if by exertion of considerable force."

## GUNNER'S MATE SMITH.

**DESCRIBES THE SCENES IN THE SHELL ROOM.**

**Found Most of the Ten-Inch in Good Order—Condition of the Vessel's Plates.**

Gunner's Mate Smith described his first descent which landed him in the 10-inch shellroom. The shells were there in good order most of them nose up, but some toppied over by the shock of the explosion which had wrecked the woodwork of the magazine and blown the after bulkhead over from port to starboard. He crawled over this bulkhead and down behind it found a 10-inch powder tank bent and dented, but not exploded. It was intact with powder, and cartridge bags.

On his next descent he went down from the port frame following the side of the ship down till he struck plates that were blown from port to starboard in-board. He followed the plates down till he came to the 6-inch shells still in the slings for sending them up out of the shellroom. They were lying with their noses up pointing to starboard. The forward part of the 6-inch reserve magazine seemed to have been blown away altogether. The ragged edges of the steel floor to the shellroom were turned up and Smith walked over them out into the mud. 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 shellroom he found an armor plate that had been torn away from the ship's side. 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 shellroom. There were 6-inch pound tanks scattered over the 10-inch shellroom, most of them split. A number of them were sent up but more remained. On his fourth trip down he slid down the outer edge 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 shellroom before mentioned." He said the steel edges were 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 sash flattened.

Witness was questioned very closely as to the plates that he found blown inward, and whether they might not have been bulkheads, 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 6-inch shellroom, where "in a big circle there is none of the outside of the ship left at all."

He said he had not gone into the 10-inch magazine 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 additional questions along the line already indicated were put, but they only served to point out more clearly that abreast of the 6-inch shellroom the whole side of the ship had disappeared from the harbor bed to the water line and the edges of the rent were turned inward. Further, the 10-inch magazine had not exploded.

Gunner's Mate Smith also told of three trips down in diving dress on February 28th. During one of these he located the break in the keel where the ship's back was broken by the explosion. He there found a hole in the bottom of the harbor about seven feet deep and seven feet in diameter. The mud bottom of this hole was harder than elsewhere, and one did not sink over eighteen inches in it. In this hole he found a tin about twenty by ten inches.

"There was a place in it with a big square hole where a gasket had been," he said, "and I sent it up."

SMITH'S TESTIMONY CORROBORATED.

Chief Gunner Charles Morgan, who was in charge of the divers, corroborated Smith in almost every particular.

## CAPTAIN CONVERSE.

**TESTIFIES AS TO NATURAL EFFECTS OF EXPLOSIVES.**

**Shows That the Maine Disaster Was Not Caused by an Internal Explosion.**

Captain G. A. Converse of the navy, summoned as a witness, testified he had made a study of natural effects of explosives. The largest quantity of explosives he had ever seen used consisted of a torpedo containing 300 pounds of gunpowder and 100 pounds of dynamite, all separate cases, 100 pounds in each case, securely lashed together. Being shown a blue print of the forward magazine shell room of the Maine, and asked if one of more of these should explode or partially explode it would lift the forward part of the ship partly out of the water, he replied that he did not think it would.

After a long description of the effect of torpedoes he was asked what his experience when in the case of explosion of a submarine mine, what became of the mine. He replied that it almost invariably ruptured and lost; blown up and pieces of them are rarely found. His experience did not allow him to remember a case where he saw any considerable pieces remaining from a submarine mine, or its iron case after its explosion. On one or two occasions small fragments of cast-iron thrown into a boat indicated complete demolition of the case containing explosive.

When asked if a submarine mine exploded under the bottom of a shift and containing enough explosive to completely destroy that part of that ship would be completely demolished, he replied a violent explosion would cut a hole in a ship blowing out that part of the ship in small fragments.

Being shown sketches of the forward magazines, and asked if the explosion or partial explosion would leave the bottom of the Maine in that condition as was shown in the sketches, he stated that the distortion of the keel of the Maine was too forward and too remote from the magazine to have been caused by their explosion.

He was of the opinion that the binding of the plates on the bottom of the magazines was produced by the explosion of a submarine mine containing a large amount of the lower explosive gunpowder or similar—not in contact with the ship, but some distance below it, perhaps on the bottom.

Continuing, he said he had never in his experience seen any interior explosion that was equal to the effect of the Maine.

"Do you think that necessarily there must have been an under water mine to produce these explosions?"

"Indications are that an under water explosion produced the conditions there," was the reply, with further statements regarding the impossibility in his opinion of an internal explosion causing the Maine's wreck. His testimony was closed.

## PRIVATE ANTHONY.

**THE MARINE WHO REPORTED EXPLOSION TO SIGSBEE.**

**Relates the Incidents at the Time of the Blowing Up of the Battleship.**

Private Anthony of the United States Marine Corps, whose coolness at the time of the explosion in reporting to Captain Sigsbee, has become the theme of admiration throughout the world was the next witness.

He testified that he had first watch from 8 to 12 o'clock on the night of the explosion. There was a drill that day, and it was not necessary to open the magazines. In response to questions Private Anthony told his story.

"I was standing on the main deck, just outside the door, on the starboard side. I noticed a trembling and buckling of the decks, and then this prolonged roar—not a short roar, but a prolonged roar. The awnings were spread, and where the wing awning and the quarter deck awning should join there was a space of at least eighteen inches. I looked out and saw an immense sheet of flames, and then I started toward the Captain.

"Did you notice any perceptible list to the ship at the first shock?"

"At the first shock the ship instantly—that is the quarter deck where I was standing—dipped forward and to port just like that (indicating it). It apparently broke in the middle like that (indicating), and surged forward and then over to port."

Witness said the upshoot of the flames he saw was well forward. It must have been forward of the superstructure. I could see the debris going up with it. I do not know what it was, but I saw the fire brands going up."

"Was it on the port or starboard side?"

"It looked more to port than it did to starboard. It looked like it covered the whole ship. It was an immense glare that illuminated the whole heavens for the moment, as much as I could see for the awnings."

"Did you see any water with it?"

"I did not notice that, sir. I started for the cabin at once."

This closed the brave mariner's testimony.

## EYE WITNESS TO THE DISASTER.

**TESTIMONY OF A PASSENGER ON CITY OF WASHINGTON.**

**Heard the Explosion and Saw the Forward End of the Maine Out of Water.**

Sigmund Rothschild, one of the passengers on the City of Washington, was an eye-witness to the explosion, in company with his friend, Louis Wertheimer, who was aboard the City of Washington on the night of February 15th as she sailed into Havana harbor. He was on the stern of the Washington, which was astern and on the port side of the Maine. The vessels were about a hundred yards apart.

Rothschild said he was naturally interested in the Maine, and had taken a position where he could get a good look at her. Just as he had taken his eyes off her to move his chair, there was a sound like a cannon shot in the darkness. He immediately looked toward the Maine. He saw the forward end of the vessel rise, he thought a couple of feet out of the water. An instant later came a second distinct explosion. This seemed to burst from the interior of the vessel, forward in a dull flame and the air was instantly filled with flying debris. The vessel lurched back in the water after the force of the first detonation that had lifted her bow and quickly began to sink forward. In less than a minute her bow had disappeared. The wreck took fire, and burned for two hours.

There were single reports that kept up all that time when fixed ammunition was reached by the flames, but these were not to be confused with the two big explosions which had destroyed the Maine.

There was no doubt about the separation of these first two explosions, an interval of two seconds at least separating them. The much discussed section of cement that fell on the deck of the Washington was two inches thick and weighed thirty pounds. The engineer of the Washington showed it to me. Pieces of iron stove in some of the Washington's boats and delayed the work of rescue. Other wreckage was hurled clear over the Washington.

The boats of the Spanish warship Alfonso XII., he said, were prompt to go to hte rescue and were aided by the searchlights.

## OTHER WITNESSES.

**ENGINEER BOWERS BEFORE THE NAVAL COURT.**

**Testifies as to Precautions Taken on Board Against Spontaneous Combustion.**

Passed Assistant Engineer Bowers, senior assistant Engineer to the Chief, was examined particularly as to the precautions taken on board the Maine against spontaneous combustion. He said the order had been to inspect the bunkers every day and log them. In the case of the bunkers that had an escape door, they had always opened those doors.

He was on duty on the day before the explosion. The coal in bunker A, he said, had been stored either in Norfolk or in Newport News. There were about forty tons and it was soft coal. The bunkers immediately aft were empty. The door leading from the bunker to the 10-inch loading-room was kept closed.

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

Mr. Bowers said that 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.

### Lieutenant Holman.

Lieutenant George Holman, who performed the duty of navigator and ordnance officer and was in charge of the electric plant, testified that all possible precautions were taken to prevent accident. The temperature of the magazines were taken daily.

The electric wires were separated from the magazine by a double plating of glass. H noticed nothing at the time of the explosion to indicate that anything was the matter with the electric works.

The examiner referred to Holman's large experience in matters of explosives, and asked his impression of the whole affair. He said:

"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 added to the second explosion would make the two practically one and the same explosion."

### Mess Attendant Tarpin.

Mess Attendant John H. Tarpin was the last man who saw Lieutenant Jenkins. He said it was a jarring explosion, just one solid explosion and the ship heaved and lifted and then all was dark. Tarpin met Lieutenant Jenkins in the messroom and by that time the water was up to his breast.

"Mr. Jenkins started forward and the whole compartment lit up. That whole compartment where the torpedoes were lit right up and I saw Jenkins throw up both hands and fall right by the storage pantry."

He said the explosion sounded to him like distant thunder.

### Lieutenant Blow.

Lieutenant G. B. Blow was the officer of the day on the day 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 following the explosion.

### Henry Drain Testifies.

Henry Drain, a clerk in the United States Consulate, Havana, was examined as to the receipt of 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 18th, of the present year. There was no signature, it being signed "An Admirer." Drain said it seemed to be the document of a fairly well educated man. It was written in Spanish. The translation was produced 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 not appended. In response to the question as to whether anything had been done to ascertain the truth of the statements contained in the letter, the witness said that he had. He asked General Lee to look into the matter and he did not appear to know what to do, stating he had no secret service money. A man by the name of Pepetaco 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 name was a mistake, that the man mentioned had died a few days before the explosion of the Maine, and the letter referred to a Pepe Barquina, that he had also died suddenly about two or three days after the explosion of the Maine.

The witness declared that his informant was Dr. Charles Carbonal, an American citizen.

### Lieutenant Catlin.

Lieutenant A. W. Catlin, who was in charge of the marine guard, said that when the ship went into Havana harbor two extra night sentinels were put on, one in the forecastle and one in the poop armed with rifles. They had special orders to challenge all boats which approached the ship near enough for a challenge. There was a picked man on the port gangway. Corporals Guard inspected the ship lights below every half hour, the patrol taking his place while gone.

Mr. Catlin said he visited the sentries twice every night on or before and once after midnight while in the harbor at Havana, and always found them vigilant and attending to business. He heard a dull sound, a lound concussion and felt the shaking of the ship. The lights went out, he went on deck and as he did so the whole heavens were full of sparks. There was no flame, and he felt but one shock.

### An Unknown Witness.

A witness was introduced whose name was suppressed by agreement between him and the court. He had to talk through an interpreter. This witness was crossing about half past seven o'clock on the morning of the 15th from Havana to Peglas on a ferry boat. He was sitting 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 she would sink immediately.

The other men loosely exclaimed: "Oh, I will take plenty of beer on that occasion."

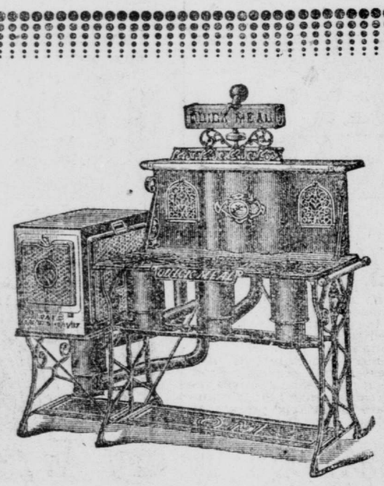
Someone came by, and they suddenly stopped the conversation. They had said it was a shame she (the Maine) should be in the bay and they would blow her up any way.

### Louis Wertheimer's Testimony.

Louis Wertheimer, a tobacco dealer of New York, who was a passenger on the steamer City of Washington in Havana harbor the night of the blowing up of the Maine, the moment of the explosion was in the stern of the Washington and was looking directly at the battleship when the explosion occurred.

"I heard a report," said Mr. Wertheimer, "and at an interval of anywhere from five to fifteen seconds following the report, came a great explosion. In the burst of flames which followed, I clearly and plainly saw the vessel rise in the water, apparently three yards out, then settle

(Continued on Eighth Page.)

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