# WASHINGTON FULLY AWAKE.

Continued From Page 1.

the Carlos V., Pelayo, Alfonso XIII. and another, seven gunboats and a transatlantic steamer. Active work is also proceeding upon the torpedo boat destroyers Prosperina, Audaz and Osada, and on the torpedo boats Habana, Retamosa and Barcelona, which form the second torpedo boat flotilla which Spain is sending to Cuba.

**Troops Await Marching Orders.**

SALT LAKE, March 4.—Acting under orders from department headquarters, the entire command at Fort Douglas has been inspected for marching orders. The equipment, arms and every important detail of the Twenty-fourth infantry was found in excellent shape for movement on short notice.

**Ordered to Be Ready.**

BETHLEHEM, Pa., March 4.—Army and navy officers now representing the United States government at the Bethlehem Iron Works have received orders from headquarters to be ready on twelve hours' notice for service. Government contract work is being pushed as rapidly as possible.

**No Official Knowledge.**

WASHINGTON, March 4.—Matters were very quiet, at least externally, in the war department today. There is a strong disposition to discuss the proposition to resume possession of Dry Tortugas, but the officials did not hesitate to declare that only normal movements were going on. So it was unknown officially that the troops at Salt Lake are being reviewed and it was said that if this were so it could be nothing more than the usual periodical inspections required by the regulations. As for the reported orders to inspection officers at Bethlehem to be ready for a quick start, it was said that Capt. McNutt and Lieut. Bennett, who have been on inspection duty for several years past are not to be disturbed and have had no orders such as are reported from Bethlehem.

**To Raise Regiments in Washington.**

OLYMPIA, March 4.—Gov. Rogers has received a number of applications for permission to raise regiments by persons in various part of the state. These applications have been placed on file.

**Activity at New York Navy Yard.**

NEW YORK, March 4.—Considerable hurry characterized the work in the navy yard of getting the dispatch boat Dolphin into normal condition. She has been thoroughly overhauled and will be spick and span as a brand new boat by March 15. She has been refitted with new engines, boilers, deck and spars. Admiral Bunce says that old guns will be placed on the Dolphin. Formerly the Dolphin was painted white from deck to keel, but now she carries a band of green, which extends from the keel to a point two feet above the water line.

Sledge hammer blows deafen the ears of those who stand near the cruiser Chicago, which is being refitted in the navy yard. Her guns and upper deck work have all been removed. A new nickel steel deck has been built in her, two feet below the water line, and she has been fitted with new engines, boilers and machinery. She will have new decks, with an armament of rapid-firing guns, but will not go into commission until August.

Similar work is going on where the cruiser Atlanta is docked. She will have new boilers and engines, and be fitted with new decks and rigging, and the resisting power of the turrets will be increased by the addition of new plates. She will carry fourteen 5-inch rapid-fire guns, in addition to her usual armament when she goes into commission next September.

**Marines Hurrying to Pacific Coast.**

ATLANTA, Ga., March 4.—The navy department is transferring marines from the Atlantic to the Pacific coast. For three successive days a party of two or three marines has passed through Atlanta each day on the way to the Pacific coast. The marines come from Norfolk, and are all going to Vallejo, Cal. It is supposed that they are being transferred to one of the United States war vessels in that vicinity.

**Inspecting the National Guard.**

SAN FRANCISCO, March 4.—Maj.-Gen. Dickinson has issued orders for the inspection of all the National Guard of California in the near future. The naval militia is also to be inspected and both branches of the service placed in readiness for any emergency.

**Olympia Coming to San Francisco.**

WASHINGTON, March 4.—It is probable that the Olympia, flagship of the Asiatic squadron and the peerless queen of cruisers, will come home to San Francisco. The navigation bureau has this movement under consideration, and in view of the fact that the ship has been three years away from a navy yard, engaged in hard cruising service, even if there were no other reason, it is likely that the order will be given. The Olympia is a protected cruiser of extraordinary speed and endurance, with a battery strong enough to overpower almost anything short of a battleship, and speed enough to run away from that or anything else that she does not care to fight.

The torpedo boat Winslow, at Norfolk, has completed her repairs and will join the flotilla at Key West as soon as the gale on the coast blows itself out and makes the run down safe.

**External and Intentional.**

KEY WEST, March 4.—The court of inquiry left for Havana this evening on the lighthouse tender Mangrove. It is believed by the best informed here that the court will complete its labors in the Cuban capital within ten days. A naval officer in close touch with the members of the court said to this correspondent:

"With one exception the witnesses who testified here were Maine survivors. The evidence, though in most cases taking longer to tell, can be summed up in the words of an enlisted man, who, when asked what he knew about the explosion, replied: 'Sir, I was blown up. I was saved and I'm here.' That was all he could swear to."

One important fact has been learned, however. It is that although the members of the court may have their individual theories, they are by no means prepared as a body to render a decisive verdict. The official already quoted said:

"If the court has yet heard any testimony which would enable it to decide intelligently that the Maine was blown up from external causes, I am the most mistaken man in the world. Before the coming Havana sessions are over, it may secure such evidence, and possibly find the blowing up was intentional. It will learn from the divers the actual condition of the ship after the explosion, as it has already learned from the survivors most of the details of the ship's condition before the explosion. With these bases thoroughly established, the court will hear more expert theoretical testimony and then reach a verdict."

This statement can be taken as more worthy of reliance than that of the Maine officer who said the other day that he believed the court was bound on evidence already heard to find the cause of the explosion external. Its conservatism is also at variance with the opinions of many other naval officers here, especially those of the younger set, and directly contrary to the belief of most of the Maine survivors, that their ship was intentionally blown up.

**Powder for the Asiatic Fleet.**

WASHINGTON, March 4.—The navy department is making preparations to replenish the supply of ammunition of the United States warships in the Asiatic station. To this end orders have been sent to the training ship Mohican, now at Mare island, to carry ammunition.

The ship was just about to leave for a long cruise with naval apprentices. She will carry thirty tons of ammunition for the China fleet and will start almost immediately.

It is said at the department that this is only a part of the regular supply of ammunition forwarded to naval stations abroad when the opportunity serves.

Capt. Charles D. Sigsbee,
Commander of the Maine.

## LEADING FACTS NOW IN.

**No Question Remains That the Explosion on the Maine Came From External Causes.**

NEW YORK, March 4.—A dispatch to the Tribune from Havana says:

The leading facts of the Maine disaster are all now in the possession of the naval board. The divers have continued their work during the absence of the board at Key West. They have discovered nothing to change the evidences first gathered, which showed apparently that the explosion was external. Their examination this week has extended alongside the plates and they have penetrated forward well into the bow. All they find is merely confirmatory of what was previously discovered. Capt. Sampson and his associates were especially anxious to await further work by the divers, to determine whether or not mistakes had been made in any particular. Nothing has been found to indicate a mistake. On the contrary, the more thoroughly the hull is examined, the more convincing appears the evidence of the explosion from without. How long the board will take to formulate its conclusions on this point can be better judged in Washington than in Havana.

Notwithstanding the permission given by the United States government for Spanish divers to examine the wreck, the investigation by the Spanish authorities of the condition of the ship proceeds slowly. They seemed to be in no hurry to learn the facts about the hull, magazines and other matters which were first to engage the attention of the naval board. The government has, however, taken considerable testimony of persons who were in the harbor on the night of the explosion. It gives much weight to the testimony of those who say they saw flames issuing from the Maine before the ship was wrecked by an explosion.

The understanding in Havana is that the naval board will be emphatic in exonerating Capt. Sigsbee and the officers of the Maine from the implication of negligence, lack of discipline or responsibility for the disaster. It has been almost forgotten that until the board reports on the subject Capt. Sigsbee is nominally under a cloud. The secrecy with which the investigation has been conducted has not prevented the testimony on this subject from becoming known.

The board will be able to go further and show that there was not only not an accident which could have been prevented, but also that no basis exists for the theories of accident from an unknown cause. How far it will go in the assertion of positive proof that the Maine was blown up, is for the present a speculative question.

The prevalent impression is that the board has evidence of the deed, without the means of finding out who committed it. It is incumbent on the Spanish government to find that out.

The denial, credited to Senor Du Bosc in Washington, that mines existed in Havana harbor, does not receive the weight that would be given to an official declaration from Capt. Gen. Blanco or Premier Sagasta on the same subject.

In official circles here it is the evident purpose to combat the finding of the naval board, but not aggressively. The Spanish attitude seems to be that an accident was probable, and that the United States is not justified in making a demand for reparation when the proof of foul play is not positive. The assumption will be that the two governments, after taking evidence, will be unable to agree in their conclusions. However, there has been been nothing in the nature of a joint investigation.

From the present outlook, Madrid and Washington are the places where the consequences of the Maine explosion will be determined. Little more than is adready known can be learned here.

## THE COURT'S INSTRUCTIONS

**Text of Admiral Sicard's Precept for Investigation of the Maine Disaster.**

WASHINGTON, March 4.—Admiral Sicard's precept convening the court of inquiry now investigating the disaster to the battleship Maine has been received by the navy department and was made public today. The orders are dated at Key West, February 19, and directed to Capt. Sampson, president of the court. The text is as follows:

"A court of inquiry, consisting of yourself as president, and Capt. F. E. Chadwick and Lieut. Commander William P. Potter as additional members and of Lieut. Commander Adolph Marix as judge-advocate, is hereby ordered to convene at noon Monday, February 21, 1898, or as soon thereafter as practicable, for the purpose of inquiring into the circumstances connected with the loss by explosion of the United States battleship Maine in the harbor of the city of Havana, on the night of Tuesday, February 15, 1898. The court is authorized to hold its sessions on any ship of the North Atlantic squadron, or in the city of Key West, Fla., or in the city of Havana, Cuba. The attention of the court is invited to the instructions concerning the particulars to be investigated in the case of loss or grounding of a ship of the navy contained in the United States navy regulations.

"The following-described papers relating to the United States ship Maine, on the occasion referred to, are attached and made part of this precept:

"First—The copy of a telegram sent by Capt. Charles Sigsbee, at Havana, to Commander Jonas M. Forsyth, United States navy, at Key West, Fla., without date, but probably sent on the night of February 15, as it was received at Key West Fla., by Lieut. Commander William S. Cowles, United States navy, at 1 o'clock a. m. on February 16, 1898, and by the commander-in-chief at 3:30 a. m. of February 16, at Dry Tortugas, Fla.

"Second—A telegram sent by Capt. C. D. Sigsbee, United States navy, to the commander-in-chief at Key West, Fla., dated Havana, Cuba, February 16, 1898.

"The court will diligently and thoroughly inquire into all the circumstances attending the loss of the said vessel on the date named, and upon the conclusion of the investigation will report to the commander-in-chief its proceedings, all the testimony taken, and the facts which it may deem established by the evidence adduced, together with its opinion as to what further proceedings, if any, should be had in the matter. The court will also report whether or not the loss of said vessel was, on the occasion named, in any respect due to fault or negligence on the part of any officers or members of the crew of said vessel, and if so, the names of such officers or members of the crew, and in what respect and to what extent any or either of them were so at fault or negligent.

"If the court shall be of the opinion that further proceedings should be had in the matter, it will include in its report a succinct statement as to the person or persons against whom the specific matter upon which such proceedings should be had.

"The court will also report its opinion as to the cause or causes of the explosion or other incidents that bore directly or indirectly upon the loss of the Maine.

"It will also record any information that it may be able to obtain by testimony and evidence as to any person or persons not connected with the navy of the United States who are, in its opinion, responsible in part or wholly, directly or indirectly, for the explosion and loss of the Maine, and will include their names in its opinion, together with degree of such responsibility in each case. M. SICARD,

"Rear Admiral, Commander-in-Chief United States Naval Force, North Atlantic Squadron."


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SEATTLE, WASH.


**WAS DONE BY A TORPEDO.**

**This Is the Outspoken Belief of the Seamen and Young Officers.**

CLEVELAND, O., March 4.—Dr. H. F. Biggar, one of the most prominent physicians and surgeons of Cleveland, has just returned from Key West, where he was in the midst of the excitement which followed the blowing up of the battleship Maine, and conversed with several of those who were on the ill-fated ship at the time of the disaster. He found that all of those who were willing to discuss the matter at all were convinced that the explosion had been caused by an outside force, probably by a torpedo.

"The officers were very reticent, but from their manner it seemed that they had no doubt as to the origin of the trouble," says Dr. Biggar. "Some of the 'middies' and sailors were more outspoken, and did not hesitate to say that the work had been done by a torpedo. They offered several reasons for their belief, all of which seemed to justify them in thinking as they did."

**WILL SAVE THE MAINE'S GUNS.**

**Wrecking Companies Able to Raise Valuable Ordnance.**

NEW YORK, March 4.—A special to the Tribune from Havana says: The wrecking companies will be able to raise the guns of the Maine. The hull is not an asset of any value to any government. The wreck promises to remain in the harbor for an indefinite period.

HAVANA, March 4.—Capt. Sharp, who is in charge of the Meritt & Chapman wrecking outfit, appreciates the difficulties of the situation better than others. He will not specify any time when the big guns will be released. It is necessary to first remove the top of the turrets. These are held in place by steel bolts, which must be cut loose. The best informed people here think a month will elapse before the turrets are opened. In the meantime, work on the minor details of the wreck will proceed with all possible speed.

Senator Proctor, Gen. Lee, Capt. Sigsbee and many other prominent Americans attended the ceremony of decorating the graves of the Maine's dead today.

**COULD BUILD IN A YEAR.**

**Under Pressure a Battleship Might Be Finished in That Time.**

WASHINGTON, March 4.—Senator Hale has received from Secretary Long a reply to the letter recently sent by him as chairman of the committee on naval affairs, requesting the secretary's opinion on the resolution introduced on Washington's birthday by Senator Morgan, instructing the committee to ascertain the feasibility of constructing and equipping within a year's time a warship to be called the George Washington and to be "equal at least to any in the world."

The secretary read a report by the chief of the bureau of ordnance, and a joint report by Chief Hichborn, of the bureau of construction, and Chief Melville, of the bureau of engineering. Mr. Melville places the cost of the armor of such a vessel, built under such a pressure, at $2,000,000, and of the ordnance at $1,000,000, while he says that if the construction were extended over a period of two years' time the cost of ordnance could be reduced to $900,000 and of armor to $1,600,000. He says that his bureau could do the work of armoring and equipping such a vessel within a year's time, but to do so it would have to have adequate funds placed at its disposal. He adds that the accomplishment would necessitate constant work day and night.

**Favorable Report on Boutelle Bill.**

WASHINGTON, March 4.—The house committee on naval affairs agreed on the Boutelle bill for the relief of survivors of the Maine disaster, and authorized the chairman to report it to the house, with a recommendation for its passage.

**Wrecker Underwriter Goes Down.**

NEW ORLEANS, March 5.—A special from Norfolk, Va., reports the loss of the powerful wrecking tug Underwriter, of Boston, in a storm off Hatteras.

**Horrible Turkish Atrocities.**

The note of the Bulgarian agent to the Turkish government, protesting against the treatment which Bulgarians have been subjected to in Macedonia reveals a state of affairs similar to that which existed in Armenia. It says that village after village has been surrounded by the Turkish army, that wholesale arrests have been made and that the prisoners have been subjected to unheard of torture. The note further gives a list of the villages and the names of the victims to whom torture has been applied. Schoolmasters, it appears, have been the special object of vengeance. The following tortures are recited in the official department and in cases where the name of the victims is given:

Hot iron thrust into mouths.
Legs broken.
Splinters driven under the nails.
Naked feet placed on hot stoves.
Hung by the feet for fifteen hours.
Tied to horses' tails.
Beaten to death.
Hung by the feet over fire.
A priest of the village of Zernovitzi was hung by the feet for three hours and then by the arms for fourteen hours. A wet cord was bound tightly around his head.
All the prisoners at Kumanova were beaten until their flesh came off in strips.

Olympian: There is much speculation as to the attitude of other nations should war between the United States and Spain ensue as the result of the blowing up of the battleship Maine. This is a problem that need give Americans no concern. War will not be declared by Uncle Sam unless it be reasonably established that the disaster was due to Spanish treachery, and in such event Spain would find no favor in the eyes of any nation possessing a navy.

The City of Seattle arrived in this city from Dyea and Skagway at 2:45 o'clock this morning. She brought forty-five passengers, among them Esary, the bicycle rider.

# MAYOR HUMES TALKS PLAINLY TO VOTERS.

Continued From Page 1.

as head of this corporation? (Cries of "Humes!")

"The people of Seattle, from the preacher in the pulpit to the bartender in the saloon, are all interested in solving this question. They all have a vital interest in it. All of the citizens of Seattle wish to enjoy prosperity. The future course of governmental affairs in the city has much to do with the prosperity it is to enjoy, and in this I contend every citizen has an interest.

"Now, I want to say here that I have heard of various kinds of policies—of this man's policy and of that man's policy. There is no Humes policy in this campaign. Any policy that will aid a man in honestly earning a living for his family, I am for from start to finish. (Applause.) My policy is that of the people. There is to be no one-man policy in this administration if I have anything to do with it. It is your policy, your neighbor's policy, and every one's policy that should be carried out.

**For All the People.**

"Now, some people are asking me what I intend to do if I am re-elected. I will pursue the even tenor of my way, trying to ascertain what is right and what is best for all the people of Seattle. I will go neither to the slums to find out what is needed nor to the preachers. For it is my belief that in the settlement of the questions that confront the next administration there is no place for extremes. Rather will I go to the great intermediate class, the business men, the taxpayers, the laboring men. From the great masses of the toiling people—as much from the laborer with his little tin pail, earning subsistence for his family in the sweat of his brow, as the banker cutting coupons in his back room—will I endeavor to learn the wishes of the people, to find that which will enable me to lay my course to the best interests of all the people. (Loud cheering.)

"I have been assailed and maligned by certain gentlemen. Some reverend men have attacked me before little children and women. To these I will never have an opportunity to present my side of the case. Who is there in Seattle ever saw me take a drop of intoxicating beverages? Can any man say that I ever won or lost a four-bit piece on a gambling table? I defy him to stand forth and speak! No man lives who can say that I am a frequenter of low places. And yet some men say that I am turning this town over to the disreputable elements in order to be elected mayor!

"The hariot, the blackleg and the bunko man are with us. You know why they are here. This is a time of unusual immigration and travel. We cannot prevent their coming. How would you like the job of going out on the steamer and railway lines and asking this man or that woman what they intended doing after they reached Seattle? (Laughter.)

"It is my belief that Seattle should be a city and not a Sunday school. I say this with all respect and deference to the church and to its institutions. The people who violate the law will be arrested and dealt with accoring to law. The records show that the violators of the law have been so dealt with in the past. I have no apology to make. All I ask is candor and fair treatment. If I am elected, I will give to the people of Seattle the very best administration of which I am capable, with fear of no one and with equal courtesy and fair dealing to every one." (Great applause.)

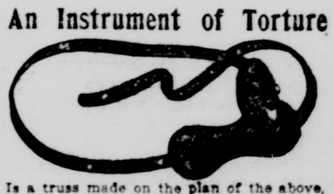
Several times during his speech Mayor Humes had to stop till the applause subsided. He was frequently cheered. The other speakers were ex-Mayor Byron Phelps, Frank B. Wiestling, W. E. Humphrey, Judge Foote and Will H. Parry. Mr. Phelps said that never before had the people of Seattle had a mayor that spoke as frankly, candidly and openly to the people as Mayor Humes. Judge Langley presided and the hall was filled.

In the Third ward, over 100 voters assembled last night in Pinckley's hall. Councilman John Taylor presided. Mayor Humes, Will H. Parry, W. E. Humphrey and others spoke.

In the Second ward a rousing meeting was held in Oltman's hall. George W. Somerindyke presided. Pliny Allen, S. H. Piles, Judge Foote and W. E. Humphrey spoke.

Spokane Chronicle: Just at present the people of the state of Washington are inclined to confidence in the ability of the administration to deal with Spanish affairs, and if Mr. Lewis does anything to make the conditions more embarrassing he misrepresents his constituents to that extent, although they join him in private censure of Woodford's actions. To await the outcome of the investigation is the policy of reason and justice, and in the final settlement the snobbery of the minister to Spain, whether voluntary or inspired, will not escape the condemnation its deserves.


An Instrument of Torture



Is a truss made on the plan of the above, with a heavy steel strap or iron band, as you well know if you have been in the habit of wearing one. Throw it away! Why will you continue wearing such an instrument of torture when we can furnish you a most efficient truss without any iron hoops or steel springs about it, and one which may be worn with ease and comfort NIGHT and DAY? It is just the thing for the Klondike; IT WON'T BREAK!

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The foreman of the machine room in a large factory at Bridgeport, Conn., states: "I have been a victim of nervous dyspepsia for four years. I often woke up in the morning feeling a distress at the pit of my stomach and sore across my bowels as if I had strained myself lifting. The minute I got on my feet the gas commenced to rise, there was a tendency to nausea and I wanted to vomit. At other times I could neither throw off the gas nor vomit either and it was then that I suffered most terribly. After this had gone on a long time my son induced me to try Ripans Tabules and the effect was simply wonderful. They hit the nail right on the head and they have made a new man of me so far as the comfort of living is concerned."

A new style packet containing TEN RIPANS TABULES in a paper carton (without glass) is now for sale at some drug stores—FOR FIVE CENTS. This low-priced sort is intended for the poor and the economical. One dozen of the five-cent cartons (120 tabules) can be had by mail by sending forty-eight cents to the RIPANS CHEMICAL COMPANY, No. 10 Spruce Street, New York. Or a single carton (TEN TABULES) will be sent for five cents.



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