

The wounded were ge SIV Carent for the authorities of Havana, being freely opened to them. Th grief and sympathy were offered. official quarters of the island. "The appalling calamity fell

"The appalling calamity fell upon our people with crushing force, and for a prief time intense excitement prevailed, which, in a community less just and le self-controlled than ours, might have led to basty acts of blind re This spirit, however, soon gave way to caimer the facts and await material proof before forming a judgment as to the cause, responsibility, and, if the facts warranted, the remedy due.

itself from the outset to the executive, for only in the light of a dispassionately as-certained verdict could he determine the nature and measure of his full duty in the matter.

THE COURT OF ENOUIRY.

"The usual procedure followed, as in all cases of casualty and disaster to national vessels of any maratime state. A naval count of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duties imposed upon them. Aided by a strong force of wreckers and divers, the court proceeded to make a

thorough investigation of the spot, employing every available means for an impartial and exact determination of the explosions. Its operations have been conducted with the utmost deliberation and indement, and, independently pursued. no source of information was neglected and the fullest opportunity allowed for a simultaneous investigation by the Spanish authorities.

"The findings of the court of inquiry were reached after twenty-three days of continuous labor, on the 21st of March: and having been approved on the 22nd by the commander-in-chief of the United States naval force of the North Atlantic station were transmitted to the executive, "It is herewith laid before congress together with the voluminous testimony tak-

en before the count." "The report, in brief, is as follows:

THE REPORT.

"When the Maine arrived in Havana she was conducted by a regular government pilot to buoy No. 4, to which she was moored in from five and one-half to six fathoms of water.

"The discipline on board and the condition of her magazines, boilers, coal bunkers and storage compartments were passed. in review, with the conclusion that excellent order prevailed and that no indication of any cause for an interior explosion

existed in any quarter.

t of the ship under the ward liker caused nor participated from the explosion. The he Maine to obviate dan in regard to this had be mmanding officer. Varnishes, dry-cohol and other combustibles were ld not have had anything to do with destration

"The coal bunkers were inspected daily. Of these bunkers adjacent to the forward magazines and shell rooms, four were emptied, namely: B 3, B 4, B 5, B 6. A 15 had been in use that day and A 16 was full of new river coal. This coal had been carefully inspected before receiving it. The bunker in which it was stowed was acces-This course necessarily recommended on the fourth side at this time on account of bunkers B 4 and B 6 being empty. This bunker, also, had been inspected that day. The fire alarms in the bunkers were in working order, and there never had been a case of spontaneous combustion of coal on the Maine.

"The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, with compara-tively low pressure of steam, and being attended by a reliable watch. These boilers could not have caused the explosion. The four forward boilers have been found by the divers and are in fair condition. "On the night of the destruction of the Maine everything was reported secure for the night at 8 p. m. by reliable persons to the commanding officer.

TWO EXPLOSIONS.

"At the time the Maine was destroyed the ship was quiet and therefore least liable to accident caused by the movement of Engineer's Office. those on board. The destruction of the 41-4. Maine occurred at 9:40. There were two explosions of a distinctly different character, with a very short, but distinct interval between, 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 re-

port, like that of a gun; while the second explosion was more open, prolonged and of greater volume. "The second explosion in the opinion of

the court, was caused by the partial explosion of two or more of the forward magazines of the Maine. The evidence bearing upon this, being principally obtained from 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 in a very few minutes after the destruction of the forward parts. The following facts in regard to the forward part of the ship were established by testimony:

FROM THE OUTSIDE.

"That portion of the port side of the Wang, April

THE ASHEVILLE GAZETTE, MARCH 20, 1807.

TO OUR CUBTO lain's Cough Remedy is the best or in our families. King and many others in this ced it the best. want is for people to try it and they will be convinced. Upon honor, there is no betd not have had anything to do with destruction. destructi by Dr. T. C. Smith.

> Elisha W. Keyes, who has been appoint d postmaster at Madison, Wis., served in the same capacity under Lincoln, Andrew Jackson, Grant (Twice) and Hays.

Everybody Says Sc.

Cascarets Candy Cathartic, the most won-Cascarets Candy Cathartic, the most won-derful medical discovery of the age, pleas-ant and refreshing to the taste, act gently and positively on kidneys, liver and bowels, cleansing the entire system, dispel colds, cure headache, fever, habitual constipation and bilionsness. Please buy and try a box of C. C. C. to-day; 10, 25, 50 cents. Sold and guaranteed to cure by all druggists.

Prof. Tracy Peck, head of the Latin department of Yale, has been appointed di-rector of the American school for clossical study at Rome for next year. He will leave for Rome next summer.

NOTICE TO CONTRACTORS.

Asheville, N. C., March 26, 1898. Sealed proposals will be received at the office of the City Clerk until 5 p. m., Fri-

day, April 1, 1898, for constructing about 8,400 feet of Pipe Sewer. The city reserves the right to reject any or all bids. Plans and specifications can be had at the City

J. E. RIANKIN, Mayor.

Henri Lavedin, who is at present the man of the hour in Paris, on account of the success of two of his plays, is not yet forty years of age, but has achieved a remarkable success in French literature.

TO CURE A COLD IN ONE DAY Take Lazative Bromo Quinine Tablets, All druggists refund the money if it fails to cure. 25c. The genuine has L. B. Q. op

each tablet. It is a great leap from the old-fashioned doses of blue-mass and nauseous physics to the pleasant little pills known as DeWitt's

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Anticephalalgine cures quickly and safely all forms of headache and neuralgia, from whatever cause, kind or degree. Fountain, 10c. 25 and 50c bottles. Raysor's Drug Store.

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pure, Horticulture, the Garden and the Dairy, and all the latest state, neighborhood and belegraphic news) for one year and this lot of seed for only \$1.00.

1 Packet BEANS-Bush Improved Round Pod Valentine.

1 Packet BEET-The New Eclipse 1 Packet CORN-The Country Gentleman.

1 Packet CABBAGE-True Early Winnungsheitt.

1 Packet CABBAGE-Premium Flat Dutch.

1 Packet CUCUMBERS-Peerless Spine.

1 Packet LETTTUCE-Five of the best American varieties, mixed.

1 Packet CANTELOUPE or MUSKMEL on-The Ohicago Market

1 Packet ONION-Mammoth Silver King. 1 Packet RADISH-Long, Brightest Scarlet.

1 Packet SQUASH-Mammoth White Bush.

1 Packet TOMATO-Improved Essex Hybrid, and one Packet each of "SOLID South" CABBAGE and MEMPHI WATER-MELON.

Send all the above, which would cost, at regular price, \$1.00; neatly packed, postpaid, by mail, and the Weekly Tribune for one year, for only \$1.00 in Stamps or Cash. Or seed sent and Weekly Tribune and the Asheville Weekly Gazette for one year, all for \$1.50.

They will have the seed mailed at once on receipt of the cash or stamps (cash or money order preferred.) Hand this paper to your neighbor and show him what a big offer they are making. These offers are open to subscribers or renewals. Send in your subscription right away and get seed in ample time for early planting. Address

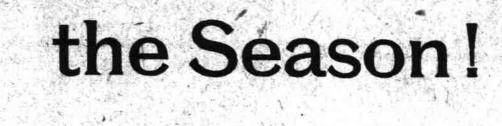
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At 8 o'clock on the evening of February 15 everything had been reported secure, and all quiet. At forty minutes past nine o'clock the vessel was suddenly destroyed, "There were two distinct explosions,

with a brief interval between them. The first lifted the forward part of the ship preceptibly; the second, which was more open, prolonged and of greater volume, is attributed by the court to the partial explosion of two or more of the forward magazines.

"The evidence of the divers establishes the fact that the after part of the ship is practically intact and sank in that condition a very few minutes after the explosion. The forward part is completely demolished.

"Upon the evidence concurrent to an external cause, the finding of the court is as follows:

LIFTED FROM BELOW.

"At frame seventeen the outer shell of the ship from a point 111/2 feet from the middle line of the ship and six feet above. the keel when in normal position, has been forced up so as to be about four feet above the surface of the water therefore, it is about thirty-four feet above where it would be had the ship sunk uninjured.'

"The outside bottom plating is bent into a reverse V shape, the after wing of which, about fifteen feet broad and thirtytwo feet in length (from frame seventeen to frame twenty-five) is doubled back upon itself against the continuation of the same plating extending forward. At frame eighteen the vertical keel is broken in two and the flat keel bent into an angle similar to the angle formed by the outside bottom plates. The break is now about six feet below the surface of the water and about thirty feet above its normal position.

A SUBMARINE MINE.

"In the opinion of the court, this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame eighteen and somewhat on the port side of the ship.' The conclusions of the court are: loss of the Maine was not due to negligence in any respect on the part of any of the officers of members of her crew; that the ship was destroyed by the explosion of a submarine mine, which caused a partial explosion of two or more of the forward. magazines, and that no evidence has been obtainable, showing responsibility for the destruction of the Maine upon any person or persons.

"I have directed that the finding of the the court of inquiry and the views of this government thereon be communicated to her majesty, the queen regent of Spain, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate the course of action suggested by the honor of and friendly relations between the two governments. It will be the duty of the executive to advise congress of the result, and in the meantime, deliberate consideration is invoked.

"WILLIAM MCKINLEY." Executive Mansion, Washington, Mar. 28.



Washrington, March 28 .- The report of the court of inquiry is as follows: 1898.

frame thirty to about forty-one was blown up aft and over to port. The main deck form about frame thirty to frame fortyone was blown aft and slightly to the starboard, folding the forward part of the middle superstructure over and on top of the

hands of my attorneys for collection. after part. This, in the opinion of the 38-4 court, was caused by the partial explosion of two or more of the forward magazines of the Maine.

"At frame seventeen the outer shell of the ship from a point 111/2 feet from the middle line of the ship and six feet above the keel when in normal position, has been forced up so as to be about four feet above the surface of the water therefore, it is about thirty-four feet above where it would be had the ship sunk uninjured.'

"The outside bottom plating is bent prices. into a reverse V shape, the after wing of which, about fifteen feet broad and thirtytwo feet in length (from frame seventeen to frame twenty-five) is doubled back upon itself against the continuation of the same plating extending forward. At frame eighteen the vertical keel is broken in two and the flat keel bent into an angle simi-CONSUMPTION lar to the angle formed by the outside bottom plates. The break is now about six feet below the surface of the water and about thirty feet above its normal position.

IT WAS A MINE.

P. A. S.ocum, M. C., the Great Chem "In the opinion of the court, this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame eighteen and somewhat on the port side of the ship. 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 theo flicers or crew. In the opinion of the court the Maine was destroyed by a mine, which caused a partial explosion of two or more of her forward

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

"W. T. SAMPSON, Capt. U. S. N. Prest.

A. MARIX. "Lieut. Com. U. S. N., Judge Ad." "The court having finished the inquiry it was ordered to make, adjourned to wait the action of the convening authority. MARTX.

"Proceedings and findings of the court of inquiry in the above case approved. "MONTGOMERY SIGARD,

'Rear Admiral, Com. in chief U. S. Navy, North Adlantic Spuadron.

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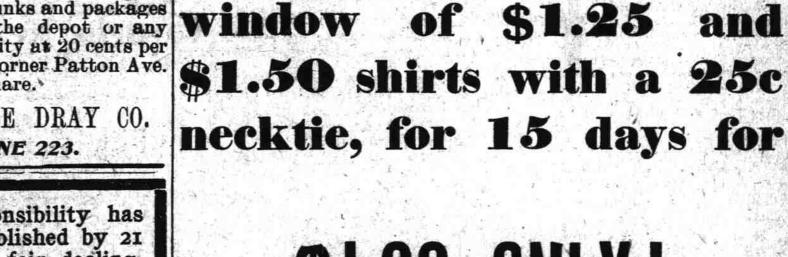
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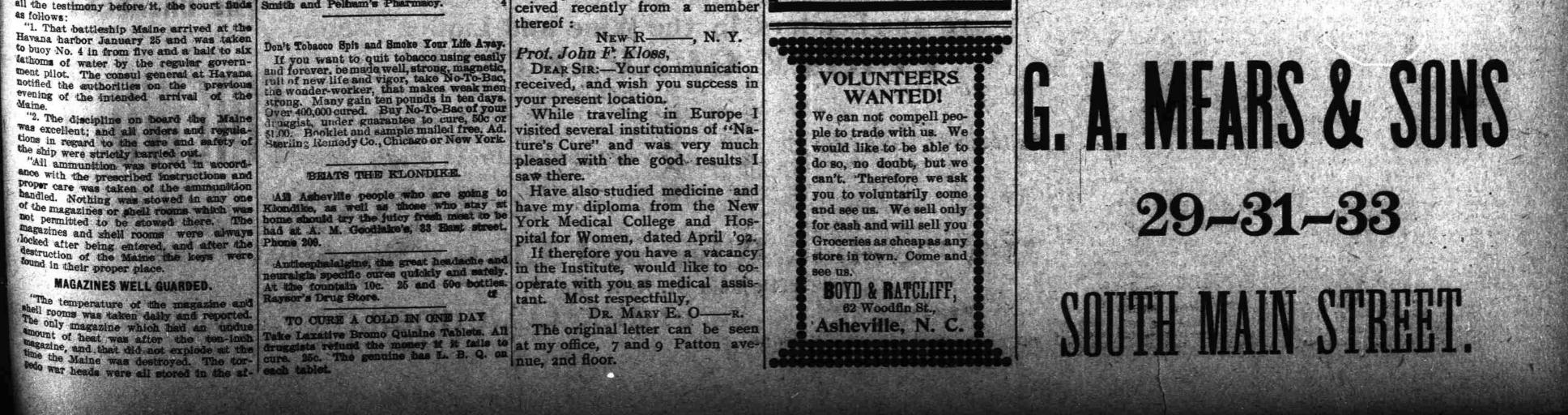
the court of inquiry is as follows: "U. S. S. Iowa, Key West, March 21, "After full and mature consideration of "After full and mature consideration of If the testiment between the seen by the following letter re-



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