THE AMERICAN EAGLE

Folds Her Wings Before the Spanish Wolf.

The Murder of the Heroes of the Maine Lost Sight of in the Hurry to Patch Up a Hollow Truce--Spain Condescends to Allow Us to Feed Her Starving Subjects, if the Food is Not Sent in Warships--She Accedes to Our Ultimatum That the Cubans Must Be Fed--The President's Message to Congress--Synopsis of the Evidence Before the Court.

Its purport is, in brief, as follows:

When the Maine arrived at Hayana

she was conducted by the regular gov-

ernment pilot to buoy No. 4. to which

The state of dicipline on board and

the condition of her magazines, boilers,

coal bunkers and storage compart-

ments are passed in review, with the

conclusion that excellent order prevail-

ed and that no indication of any cause

for an internal explosion existed in any

At 8 o'clock in the evening of Feb-

There were two distinct explosions,

with a brief interval between them.

the ship very perceptibly; the second,

greater volume, is attributed by the

The evidence of the divers establishes

that the after-part of the ship was

practically intact and sank in that con-

dition a very few minutes after the

explosion. The forward part was com-

Upon the evidence of a concurrent

"Ait frame 17 the outer shell of the

ship, from a point eleven and one-half

feet from the middle line of the ship

and six feet above the keel when in

the surface of the water; therefore

about thirty-four feet above where it

would be had the ship sunk uninjured.

a reversed V shape, the after-wing of

which, about fifteen feet broad and

thirty-two feet in length (from frame

an angle similar to the angle formed

surface of the water and about thirty

"In the opinion of the court this ef-

fect could have been produced only by

the explosion of a mine situated un-

der the bottom of the ship, at about

frame 18, and somewhat on the port

The conclusions of the court are:

in any respect due to fault or negli-

gence on the part of any of the officers

That the ship was destroyed by the

explosion of a submarine mine, which

caused the partial explosion of two or

more of her forward magazines and

that no evidence has been obtainable

fixing the responsibility for the de-

struction of the Maine upon any per-

I have directed that the finding of

the court of inquiry and the views of

this government thereupon be com-

municated to the government of her

majesty, the queen-regent, and I do

not permit myself to doubt that the

ed by honor and the friendly relations

of the two governments. It will be

the duty of the executive to advise the

time deliberate considration is invoked

Executive Mansion, March 28, 1898.

REPORT OF THE COURT.

The following is the report of the court

United States Steamship, Iowa, 1st rate,

eight and was taken to Buoy No. 4, in

The United States consul general at

The state of discipline on board the

Maine was excellent; and all orders and

regulations in the care and safety of

'All ammunition was stowed in ac-

cordance with prescribed instructions

and proper care was taken whenever

ammunition was handled. Nothing

was stowed in any one of the maga-

zines or shell rooms which was not

The magazines and shell rooms were

always locked after having been open-

ed; and after the destruction of the

Maine the keys were found in their

proper place in the captain's cabin,

everything having been reported se-

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

cure that everything at 8 o'clock.

permitted to be stowed there.

from five and a half to six fathoms of

the intended arrival of the Maine.

the ship were strictly carried out.

Before a Court of Inquiry.

Key West, Fla.

[Signed] WILLIM M'KINLEY.

That the loss of the Maine was not

same plaiting extending forward.

feet above its normal position.

or members of her crew.

side of the ship."

son or persons.

finds as follows:

The outside bottom plating is bent into

external cause the finding of the court

or more of the forward magazines.

pletely demolished.

is as follows:

ruary 15th, everything had been report-

she was moored in from five and one

half to six fathoms of water.

ed secure and all was quiet.

vessel was suddenly destroyed.

Washington, Many 28.—The president today sent the following messages to

To the congress of the United States: For some time prior to the visit of the Maine to Havana harbor our consu-Tar representative pointed out the advantages to flow from the visit of nattional ships to the Cuban waters in accustoming the people to the presence of our flag as the symbol of good will and of our ships in the fulfillment of the mission of protection to American intterests, even though no immediate need therefor might exist.

Accordingly, on the 24th of January last, after conference with the Spanish minister in which renewal of visits of our war vessels to Spanish waters was discussed and accepted, the peninsular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports and that in that view the Maine would forthwith call at the port of Havana. This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with notification of intention to return the courtesy by sending Spanish ships to the principal ports of the United States. Meanwhile the Maine entered the port of Havana on the 25th of Jan, so as to be now about four feet above uary, her arrival being marked with no special inclident besides the exchange of customary salutes and ceremonial

The Maine continued in the harbor of Havana during the three weeks followling her arrival. No appreciable excitement attended her stay, on the contrary, a feeling of relief and confidence followed the resumption of the long interrupted intercourse. So noticeable was this immediate effect of her visit that the consul general strongly urged that the presence of our ships in Cuban waters should be kept up by retalining break is now about six feet below the the Maine at Havana, or, in the event of her recall, by sending another vessel there to take her place

At forty minutes past nine in the evening of the 15th of February the Maine was destroyed by an explosion by which the entire forward part of the ship was utterly wrecked. In this catastrophe two officers and two hundred and sixty-four of her crew perished, those who were not killed outright by her explosion being penned between decks by the tangle of wreckage and drowned by the immediate sinking of

Prompt assistance was rendered by the neighboring vessels anchored in the harbor, being especially given by the boats of the Spanish cruiser Alphonso XII and the Ward Line steamer, City of Washington, which lay not far distant. The wounded were generously cared for by the authorities of Hlavana, the hospitals being freely opened to them, while the earliest recovered bodies of the dead were interred by the municipality in a public cemetery in the city. Tributes of grief and sympathy were offered from all official

The appalling calamity fall upon them people of our country with crushing force, and for a brief time an intense excitement prevailed which in a community less just and self-controlled than ours might have led to hasty acts of blind resentment. This spirit, however, soon gave way to the calmer processes of reason and to the resolve to tinvestigate the facts and await mate- In explosion of the U. S. B. S. Maine." dal proof before forming a judgment as to the cause, the responsibility and, if the facts warranted, the remedy due. This course necessarily recommended fitself from the outset to the executive, for only in the light of a dispassionately ascertained certainty could it determine the nature and measure of its full duty in the matter. The usual procedure was followed as in all cases of casualty or disaster to national vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the enerous duty imposed upon them. Asided by a strong force of wreckers | Havana had motified the authorities at and divers, the court proceeded to make | that place, the previous evening, of a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of the explosion. Its operations have been conducted with the utmost deliberation and judgments and while independently pursued, no source of information was neglected, and the fullest opportunity was allowed for a simultaneus investigation by the Spantish authorities.

The finding of the court of inquiry was reached after twenty three days of continuous labor, on the 21st of March, instant, and, having been approved on the 22nd by the commanderfin-chief of the United States naval force of the North Atlantic station, was

transmitted to the executive. It is herewith laid before the congress, together with the voluminous testimony taken before the court.

after 10-inch magazine and that did not explode at the time the Maine was de-

The torpedo war heads were all stowed in the after-part of the ship under the ward room, and neither caused nor participated in the destruction of the

The gun cotton primers and detonators were stowed in the cabin aft and remote from the scene of the explosion. Waste was looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer. Varnishes, ing to the merican people. Those 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 and under the ward room and remote from the scene of the explosion. No dangerous stores of any have follows kin'd were stowed below in any of the other store rooms.

The cal bunkers were inspected daily. Of those bunkers adjacent to the forward magazines and shell rooms, four were empty; namely, "B 3," "B 4," "B 5," "B 6." "A 16" had been in use that day and "A 15" was full of New River coal. This coal had been carefully inspected before receiving it 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 16," 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

The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, 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 condi-

On the night of the destruction of the Maine everything had been reported secure for the night at 8 o'clock by re-The first lifted the forward part of liable persons, through the proper authorities, to the commanding officer, At the time the Maine was dstroyed which was more open, prolonged and of the ship was quiet, and therefore least hiable to accident caused by movecourt to the partial explosion of tiwo ments from those on board.

3. The destruction of the Maine occurred at 9:40 o'clock p. m., on the 15th day of February, eighteen hundred and minety-eight, 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 distinicitly 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 normal position, has been forced up report like that of a gun; while the second expflosion was more open, 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 divers, 17 to frame 25) is doubled back upon itself against the continuation, of the did not enable the court to form a definite conclusion as to the condition "At frame 18 the vertical keel is brokof the wreck, although it was established that the after part of the ship was en lin two and the flat keel bent into practically intact and sank in that conby the outside bottom plates. This dition a very few minutes after the de-

struction 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 about frame 41 was blown up, aft, and over to port. The main deck from about frame 30 to about frame 41 was blown up, aft and slightly over to starboard, folding the forward part of the middle 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 f the Maine.

5. LAt frame 17, the outer shell of the ship, from a point eleven and one-half feet from the middle line of the ship and six feet above the keel when in its normal position, has been forced up so as to be now about four feet abve the surface of the water, therefore, about thirty-four feet above where it would be had the ship sunk uninjured. The outside bottom plating is bent into a reversed shape V shape, the after wing sense of justice of the Spanish nation of which, about fifteen feet broad and will dictate a course of action suggestthirty-two feet in length (from frome 17 to frame 25) it is doubled back upon littself agalinst the continuation of the

same plating extending forward. congress of the result and in the mean-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 optnion of the court, this effect could have been produced only by that he had rarely known merchant the explosion of a mine situated under the bottom of the ship all about frame Key West, Fla., Monday, March 21, 18, and somewhat on the port side of the ship.

After full and mature delibartion of | 6. The court finds that the loss of the all the testimony before it, the court Maine, on the occasion named, was not in any respect due to fault or negli-1. That the United States battleship gence on the part of any of the officers Maine arrived in the harbor of Havana, or members of the crew of said vessel. Cuba, on the twenty-fifth day of Jan-7. In the opinion of the court the uary, eighteen hundred and minety-Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her water, by the regular government pilot. forward-magazines.

8. The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maline upon amy person or persons. W. T. SAMPSON, Captain, U. S. N.

President. A. MARIX. Lieut, Commander, U. S. N Judge Advocate. The court, having finished the inquiry, it was ordered to make, adjourned at 11 o'clock a. m. to await the action of the convening authority. W. T. SAMPSON, Capitalin, U. S. N.

President. MARIX, Commander, U. S. N. Judge Advocate. United States flagship New York, March 22nd, 1898, Off Key West, Fla. The proceedings and findings of the court of inquiry in the above case are

approved. M. SICARD. Rear-Admiral, Commander-in-chieflof the United States naval force on the North Atlantic station.

SUMMARY OF THE TESTIMONY. The immens cmass of testimony taken by the Maine court of inquiry was sent to the senate roday and with the president's messive and findings of the court, referred to the committee on for-

eign relation. The testimony

taken on eig deen different days, the fourteenth de l', however, being devoted to viewing the wreck. Every witness tion that citld throw light upon the great disaste was called to give evidence. It is story intensely interest who read it in have little doubt as to whether ther was an internal or external, explicition. Perhaps the most significant to timony is that showing the bottom fates on the port side of Taine to be bent inward and upward, result that hardly could anything save an explosion from the outside. A mass of testimony is submitted showing the

care exercise on board the ship by Captain Sig ee and his officers and the apparent impossibility of the accident occurrie; by any internal cause, such as the jeating of the bunkers, spontaneous ombustion, or from other causes upon which so many theories

The testim my of Captain Sigsbee is of the greatest importance and perhaps is of more meral interest than that of any other man called before the board. With great care and minuteness he gives an account of the management of he ship, how she was handled, what was done from day to day on boar how she sailed into Havana harbor ther anchorage and what he knew about it, and in fact every point upon which the government and the country desires to be informed. Nothing in Captain Sigsbee's testimony shows that He anchorage was changed or that it was considered dangerous

were based.

by any one, Second to be importance of the testimony of Captain Sigsbee is that of Ensign Pow Son, who had charge of what these Evers found. His testimony was to a certain extent technical. bearing upon the construction of the ship, her plates, cat., but it was from these plates, and this technical knowledge that he was sable to disclose that the explosion to a place from the outside. The divers Morgan, Olsen and Smith all commun sated important evidence. They testified that the plates were benit inward on the bottom port slide

and butwar on the starboard. The story of the explosions is told by different wisnesses and adds little to what Capta Sigsbee and Commander Wainwright related. Nothing in the testimony Exes the responsibility, no conspira y is apparent, no knowledge of the Manting of a mine is shown.

EVIDENCE OF A CONSPIRACY. witness whose name is suppressed, tells of or rhearing a conversation among Spainth officers and a citizen indicating a Moreknowledge of the destruction of the Maine by intention to

An official of the American consulate tells of influention received anonymously ten ing to show that a conspiracy exited. But nothing is definitely state which fixes any responsibility upon Joain or her subjects. SPANISH MUTHORITTES OBJECT-

ED TO THE MAINE COMING. Consul General Fitzhugh Lee appeared before the court on March 8th. His testimony in lated to the official formalities preceding the Maine's arrival. On January 24 11 he received a message from the stile department saying that the Maine could be sent to Havana on a friend visit to resume the regular status in naval relations between the two contitries and he was ordered to make a angements at the palace for the int change of official courtesies. After call at the palace he sent the state de lartment a cable message saying: "Unthorities profess to think the United states has ulterior purpose in sending the ship. Say it will obstruct auto pmy and produce excitement, and rest probably a demonstra-tion. Ask that it not be done till they can get instructions from Madrid. Say that if for riendly purpose as claimed, delay is imimportant."

It was to late, however, the Maine had alread disailed. She arrived the next day at. Lee reported the arrival to the state department. SIGS FE'S TESTIMONY.

Capitain Sasbee started his testimony by describing the arrival of the Maine in Havana jarbor and her anchorage at what he inderstood to be one of the regular but is of the place. He could not state hether the Maine was placed in the usual berth for men-ofwar, but see 14that he had heard remarks sinc the explosion, using Captain Steven temporarily in command of the Wa 1 Line steamer City of Washington as autority for the statement, that he had never known in all his experie be , which covered visits to Havana for five, or six years, a manof-war to a amehored at that buoy; vessels to anchored there and that it was the last used buoy in the har-

In describing the surroundings at the time of the explosion Capitain Sigsbee stated bat the Alphonso XII was at her usus berth, about 250 yards to the northward and westward of the

The Main coaled at Key West taking on about 150 tons, the coal being regularly it pected and taken from the government pile. No report was received from the hief engineer that any coal had been to long in the bunkers and that the fe alarms in the bunkers were sensil re. In so far as the regulations reclirding inflammables and paints on and, Captain Sigsbee testified that he regulations were strictly carried out in regard to storage, and that the white also was subject to the same care all disposition. Regarding the electric plant of the Maine, Captain Sigsbe stated that there was no serious granding nor sudden flaring up of the ights before the explosion, but a sude in and total eclipse. Captain Sigsby's said he examined the tem-perature of the magazines himself and conversed with the ordinance officer as to the various temperatures and the contents of the maigazines, and according to the rainion of this officer, as well as Capitalit Sigsbee, the temperatures of the distater the two after boilers

in the after fire room were in use be-

cause the hydraulic system was

relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. demonstration of animosity by people afloat, Captain Sigsbee said that there never was on shore, as he was informed, but there was affoat. He then related that on the first Sunday after the Maine's arrival a ferry boat crowded densely with people, civil and mili-

tary, returning from a bull fight in Regla, passed the Maine and about forty people on board indulged in yells, stay in Havana Captain Sigsbee took more than ordinary precaution for the protection of the Maine. SIGSBEE DESCRIBES THE WRECK.

The Maine at the time of the explosion was heading approximately northwest. He was writing at his port cabin table at the time of the explosion and was dressed. He then went into a description of the explosion when he felt. the crash. He characterized it as a bursting, crashing sound, or roar of immense volume, largely metallic in its character. It was succeeded by a metallic sound, probably of falling debris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an clipse of electric lights and intense darkness within the cabin. He knew immediately that the Maine was blown up and that she was sinking. As soon as he arrived on deck sentries were ordered placed about the ship and the forward magazine floodled, df practicable. Then came faint cries and he saw dimly white floating bodies in the water. Boats were at once ordered lowered, but only two were found available, the gig and the whale-boat. They were lowered and manned by officers, and men and by the captain's directions they left the ship and assisted in saving the wounded jointly with other boats that had arrived on the scene. Fire amidships by this time was burning fiercely and the spare ammunition in the pilot house was exploding. At this time Lieutenant Commander Wainwright whispered to the captain that he thought the 10-inch magazine forward had been thrown up into the burning mass and might explode in time . Everybody was then directed to get into the boats over the stern, which was don-, the captain gettling into the gig and then proceeding to the City of Washington, where

officers and crew of the vessel. Various Spanish officials came on board and expressed sympathy and sorrow for the accident. The representatives of General Blanco and of the admiral of the station were among the Spanish officials who tendered their respects. About eighty-four or eightyfive of the men were found that might who survived. In reply to the direct question whether any of the magazines or shell rooms were blown up the captain said it was extremely difficult to come to any conclusion. The centre of ex ploscion was beneath and a little forfard of the comming lower on the port side. In the region of the centre of axis of the explosion was the 6-inch reserve magazine which contained very little powder, about 300 pounds. The 10-inch magazine was in the same general region, but on the starboard side. Over the 10-inch magazine is the loading room of the turret and in the adjoining passage a number of 10-inch shells were permanently placed. According to Captain Sigsbee it would be difficult to conceive the explosion involved the 10-inch magazine because of the location of the explosion and that mo reports show that any 10-inch shells were hurled thto the air because of the explosion.

he found the wounded in the dining

saloon being carefully attended by the

He said the discipline of the ship was excellent. In the engineer's department the vessel was always ready and always responsive. He paid a tribute to the crew andsaid that a quieter, better natured lot of men he had never known on board any vessel in which he had served. On his examination by the court, Captain Sigsbee said that highest temperature he could remember was 112, but that was in the after magazine. The temperature in the forward magazines being considerably

There was no loose powder kept in the magazine. All the coal bunkers were ventilated through air tubes examined weekly by the chief engineer and were connected electrically to the amnunciator near his cabin door. The forward coal bunker on the port sile was full. The forward coal bunker on the starboard side was half full, and it was being used at the time of the ex-

Captain Sigsbee gave as his opinion that if coal bunker "A 16" had been so hot as to be dangerous to the 6-inch reserve magazine that this condition would have been shown on three sides where the bunker was exposed and that men constantly passing to and fro by it would have necessarily noticed the undue heat. Captalin Sigsbee was examined as to

the ammunition on board the Maine. He stated that there were no high explosives, gun cotton, detonators or other material in magazines or shell rooms which the regulations prohibited. He testified that no war heads had been placed on torpedoes since he had command of the ship. 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 the forward part of the ship forward of the after smoke stack had been to all appearances completely destroyed. 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 alt 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 protective deck under the conning hower supports was bent in two directions, the plates on one side being bent up and on the other bent down. 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 were never it danger point. At the time | the poop awning just forward of the after search light. A piece of the side plating fust abaift of the starboard turret was visible. This plate was bent leaking. Freaking generally of his outward and then the forward end

bent upward and folded backward upon itself. "This plate was sheared from the rest of the plating below."

Referring to his notes made of things on the Maine, Ensign Powelson stated that the arc 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 protective deck was covered with a greasy deposit; the starboard side being comparatively free from it. The forward smoke pipe hatch between the main whistles and derisive calls. During the and superstructure decks did not show signs of the internal pressure of gases. On the main deck forward of the conning tower where the fore and aft angle bulb beam 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 between the conning tower base and the turrets. What the witness saw would indicate that the pressure lifted the protective deck on the stanboard side held fast and bent that deck downward. The witness thought the ship on the port side was entirely gone opposite the point indicated on a diagram handed the count. It was entire-

Ensign Powelson was recalled on February 25th and showed the plans of the Maine from which he had identified the battom 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 plates with their green coating of paint and the other marks by which they were identified. Powelson stated that they must have been blown up thirty-eight or thirty-nine feet to reach their present position. Beside the bottom plates, Powelson found some pipes from the bottom compartment lodged in the angle of the bottom plates that protruded above the 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 had disappeared The diver who had been working for Powelson on this investigation informaed him he had found the ammunition for the six inch magazine pushed over to the stanboard side.

Ensign Powelson, after diagraming the wreck was convinced that the bot-tom was throws up and not out. Mr. Powelson said that on February

26th Diver Olsen reported to him that on coming up from below he had followed the forward and after wings of the V-shape made by the bottom plating at frame 17 and said on the forward wing of the V. the plates ran down on a very steep slant and then turned 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 platting had been bulged in between the frames from outside in. Olsen said he had explored the after wing of the V., and had found a semi-circular hole about two feet in diameter with rivet holes all around it. He said that semi-circular hole was about twenty feet from the top of 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 semi-circular hole to a distance of about eight inches and that the plates about this hole were bent away from the green side of the plating.

The judge-advocate asked Mr. Powelson how he looked upon Olsen'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.

The judge-advocate asked Mr. Powelson what he deduced from Olsen's testimony received from the divers that forenoon, together with what information he had had before.

Mr. Powelson replied that he thought the explosion occured on the port side somewhere about frame 18, centre of

When questioned further as to what he regarded as the cause of the injuries, Mr. Powelson said: "On the bottom, forward, where a frame was thrown up it would seem to me the force was communicated some distance through the water, because it was lifted up instead of being battered in. It was a force that was cushloned in some way, because the diver tells me there was a bulge in the plates between the two frames and such a force as that would be cushion pressure. So the plates in that part of the ship not having been broken in, this explosion may have occured aft and the frames forward of the transverse armor being weaker than they are aft, the ship might have been lifted up there by this cushion pressure from further aft." Mr. Powelson said: "Diver Smith went down the ship's side and examined the backing of the armor. That ooked to be pushed in because at place where the plate was gone the wood backing about six or seven inches thick was splintered pointed in board." Mr. Powelson sent Schluter, on the morning of the 5th to examine the

just under the main deck. The outside (Continued on Fourth Page.)

plating on the port side abaift the crane,

