

and not farming Jews, who have learned to farm since their arrival in Palestine. They are progressing very well. The Jews have also an agricultural college in Jaffa.

These people are doing with money that which might be done differently if under the management of the direct voice of Jehovah through His servants, who have accomplished wonders in their poverty because God was in it and because they lent their faithful services to His cause, not doubting His ability to bring out the results just right. If these wonders have been done in Zion, what is there to hinder the same means in bringing out the great work and a wonder in this the land of Israel for the good of His Saints.

Speaking of converted Jews, Dr. Sorkins says: "God forbid there should be baptized Jews, they are traitors to our cause; they are Jews still though baptized, for their baptism is for worldly gain. It cannot be otherwise, and really one must be very suspicious of those already converted."

Brother Lund is well and joins me in sending kind regards to our many friends in Zion. May we ever be remembered in their prayers. Respectfully,

F. F. HINTZE.

STORY TOLD BY WITNESSES.

Washington, March 28.—The full testimony taken before the naval court of inquiry comprises about 100,000 words, of which the Associated Press is permitted to send a comprehensive abstract. The evidence given here is a concise statement of the facts testified to by all the witnesses having knowledge of the subject.

Washington, March 28.—Consul General Fitzhugh Lee appeared before the court March 8. His testimony related to the official formalities preceding the Maine's arrival. On January 24 he received a message from the state department saying that the Maine would be sent to Havana on a friendly visit to resume the regular status of naval relations between the two countries, and he was ordered to make arrangements at the palace for the interchange of official courtesies. After a call at the palace, he sent the state department a cipher message saying: "Authorities profess to think the United States has ulterior purposes in sending the ship. Say it will obstruct autonomy and produce excitement and most probably a demonstration. Ask that it be not done until they can get instructions from Madrid. Say that if for friendly purpose, as claimed, delay is unimportant."

It was too late, however, the Maine having already sailed. She arrived next day and reported her arrival to the state department.

Washington, March 28.—Captain Sigsbee, in testifying before the court of inquiry, said that he assumed command of the Maine April 10, 1897, and that his ship arrived in the harbor of Havana the last time January 24, 1898. The authorities at Havana knew of the Maine's coming, Consul General Lee having informed the authorities according to official custom. After he took on an official pilot sent by the captain of the port of Havana, the ship was berthed in the man-of-war anchorage off the Machina, or the Sbeans, and according to his understanding, it was one of the regular buoys of the place.

He then stated that he had been in Havana in 1872 and again in 1898.

He could not state whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily in command of the Ward line steamer City of Washington, as authority for the statement, that he had never known

in all his experience, which covered visits to Havana for five or six years a man-of-war to be anchored at that buoy; that he had rarely known merchant vessels to be anchored there and that it was the last used buoy in the harbor.

In describing the surroundings, when first moored to this buoy, Captain Sigsbee stated that the Spanish man-of-war Alfonso XIII was anchored in the position now occupied by the Fern, about 250 yards to the northward and westward of the Maine. The German ship Griesenua was anchored at the berth now occupied by the Spanish man-of-war Le Caspe, which is about 400 yards about due north from the Maine. He then located the German man-of-war Charlotte which came into the harbor a day or two later which was anchored to the southward of the Maine's berth about four or five hundred yards.

In describing the surroundings at the time of the explosion Captain Sigsbee stated that the night was calm and still. Alfonso XIII was at the same berth. The small Spanish dispatch boat Le Caspe had come out the day before and taken the berth occupied by the German man-of-war, the Griesenua, which had left. The steamer City of Washington, was anchored about 200 yards to the south and east of the Maine's stern, slightly on the port quarter.

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

The regulations regarding inflammables and paints, on board, Captain Sigsbee testified were strictly carried out in regard to storage and that the waste also was subject to the same careful disposition. As to the situation of the paint room, he fixed it as in the "eyes of the ship" just below the berth deck, the extreme forward compartment. The inflammables were stored in chests, according to the regulations, and when inflammables were in excess of chest capacity, they were allowed to be kept in the bath room of the admiral's cabin.

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

As for regulations affecting the temperature of the magazines, etc., Captain Sigsbee stated there were no special regulations other than the usual regulations required by the department. He examined the temperature himself and conversed with the ordnance officer as to the various temperatures and the contents of the magazine, and according to the opinion of this officer, as well as Sigsbee, the temperatures were never at the danger point.

"I do not think there was any laxity in this direction," said the captain replying to a question of Judge Advocate Marx.

He had no recollection of any work going on in the magazine or shell rooms on the day of the explosion.

The keys were called for in the usual way on the day in question and were properly returned. At the time of the disaster the two after berths in the after fire room were in use because the hydraulic system was somewhat leaking. Speaking generally of the relations of the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. The members of the autonomistic council of the government, however, seem to

have brought to the attention of the navy department the fact that he did not visit them and that fact brought embarrassment to the government at Washington. He took the ground to the department that it was unknown etiquette to call on the civil members of the colonial government other than the governors. Without waiting for such an order, Captain Sigsbee made a visit afterwards, and, as he states, was pleasantly received and his visit promptly returned by certain members of the council. A party of ladies and gentlemen called and the president of the council made a speech which Captain Sigsbee could not understand, but which was interpreted to him briefly, to which he replied.

"My reply," said Captain Sigsbee, "was afterwards printed in at least two papers in Havana but the terms made me favor autonomist government in the island. I am informed that the autonomist government in Havana is unpopular among a large class of Spanish and Cuban residents. I have no means of knowing whether my apparent interference in the political concerns of the island had any relation to the destruction to the Maine."

When asked whether there was any demonstration of animosity by people afloat Captain Sigsbee said that there was never on shore, as he was informed, but there was afloat. He related that on the first Sunday after the Maine's arrival a ferry boat, crowded densely with people civil and military, returning from a bull fight at Regia passed the Maine and, about 40 people on board indulged in yelling, whistling and derisive calls. During the stay in Havana Captain Sigsbee took more than ordinary precautions for the protection of the Maine by placing sentries on the forecabin and poop, quarantine and signal decks on the bridge and on the poop.

A corporal of the guards was especially instructed to look out for the port gangway and the officers of the deck and quartermaster were especially instructed to look out for the starboard gangway; a quarter watch was kept on deck all night; sentries, cartridge boxes were filled, their arms kept loaded, a number of rapid fire ammunition kept in the pilot room and in the spare captain's pantry and under the after-superstructure were kept additional supplies of shells, close at hand for the second battery; steam was kept up in two boilers instead of one and positive instructions were given to watch carefully all the hydraulic gear and report defects.

He said he had given orders to the master at arms and the order to keep a careful eye on everybody that came on board and to carefully observe any packages that might be held on the supposition that dynamite or other high explosives might be employed and afterwards to inspect the routes these people had taken and not to lose sight of the order. He states that very few people visited the ship, Lieutenant Commander Walwright being rather severe on visitors.

There were only two or three of the Spanish military officers came on board, but according to the captain they were constrained and not desirous of accepting much courtesy.

This visit was during the absence of the captain. He said he made every effort to have the Spanish officers visit the ship to show good will according to the spirit of the Maine's visit to Havana but with exceptions stated no military officers of Spain visited the ship socially.

Capt. Sigsbee then went into details regarding the precautions in force and especially in relation to quarter watches which, he said, had never been rescinded. One of the cutters was in the water at the time of the accident and one of the steam launches, the