Maine Disaster in Congress.

OFFICIAL REPORT OF THE NAVAL BOARD OF INQUIRY TRANSMITTED.

Accompanied by a Special Message by the Executive.—A Clear Case of Circumstantial Evidence Against Some Person or Persons in Sympathy With the Spanish Reign of Blood and Butchery in Cuba—The President Sticks Close to Absolute Facts and Makes no Recommendations.—Enjoins Careful Consideration.—Some of the Direct Evidence.

THE PRESIDENT'S MESSAGE.

The president on Monday sent the following message to congress:

"To the Congress of the United States: For some time prior to the visit of the Maine to Havana harbor our consular representatives pointed out the advantages to flow from the visit of national 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 interests, even though no immediate need therefor might exist."

MAINE SENT TO HAVANA.

"Accordingly, on the 24th of January last, after conference with the Spanish minister, in which the 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 January, her arrival being marked with no special incident besides the exchange of customary salutes and ceremonial visits.

"The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay. On the contrary, a feeling of relief and confidence followed the resumption of the long interrupted friendly 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 retaining the Maine at Havana, or in the event of her recall, by sending another vessel there to take her place."

BLOWING UP OF MAINE.

"At forty minutes past 9 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 260 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 the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, aid 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 generally cared for by the authorities of Havana, 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 quarters of the island. The appalling calamity fell upon the 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."

CALMNESS OF OUR PEOPLE.

"This spirit, however, soon gave way to the calmer processes of reason and to the resolve to investigate the facts and await the material proof before forming a judgment as to the cause, the responsibility and, if the facts warranted, the remedy due. This course necessarily recommended itself 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 onerous duty imposed upon them. Aided by a strong force of wreckers and divers the court proceeded to make 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 judgment and, while independently pursued, no source of information was neglected and the fullest opportunity was allowed for a simultaneous investigation by the Spanish authorities. The finding of the court of inquiry was reached, after twenty-three days of continuous labor, on the 21st of March, and having been approved on the 22d by the commander-in-chief of the United States naval force on the North Atlantic station was transmitted to the executive."

SUMMARY OF COURT'S EVIDENCE.

"It is herewith laid before the congress, together with the voluminous testimony taken before the court. Its purport is, in brief, as follows:

"'When the Maine arrived at Havana she was conducted by the regular government pilot to buoy No. 4, to which she was moored in from five and one-half to six fathoms of water. The state of discipline on board and the condition of her magazines, boilers, coal-bunkers and storage compartments are passed in review, with the conclusion that excellent order prevailed and that no indication of any cause for an internal explosion existed in any quarter. At 8 o'clock in the evening of Feb. 15 everything had been reported secure and all was quiet. At 9:40 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 perceptibly the second, which was more prolonged, is attributed by the court to the partial explosion of two or more of the forward magazines."

WAS FROM THE OUTSIDE.

"'The evidence of the divers establishes that the afterpart of the ship was practically intact and sank in that condition a very few minutes after the explosion. The forward part was completely demolished. At 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 above 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 'V' shape, the after wing of which, about fifteen feet broad and thirty-two feet in length (from frame 17 to frame 25), is doubled back upon itself against the continuation of the same plating extending forward.

"'At frame 18 the vertical keel is broken in two and keel bent into an angle similar to the angle formed for the outside plates. This break is about six feet below the surface of the water and about thirty feet above its normal position. 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 18 and somewhat on the port side of the ship.'"

CONCLUSION OF REPORT.

"The conclusions of the court are: 'That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the officers or members of her crew.

"'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 destruction of the Maine upon any person or persons.'

"I have directed that the finding of the court of inquiry and the views of this government thereon be communicated to the government of her majesty, the queen, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments.

"It was the duty of the executive to advise the congress of the result, and in the meantime deliberate consideration is invoked.

"(Signed) WILLIAM M'KINLEY.

"Executive mansion, March 28, 1898."

THE BOARD'S SUMMARY.

FULL TEXT OF THE REPORT.

This that follows is a synopsis, covering all main points, of the 100,000 words of testimony upon which the United States naval court based its findings in the case of the Maine:

U. S. S. Iowa, First-Rate, Key West, Fla., Monday, March 21, 1898.—After full and mature consideration of all the testimony before it, the court finds as follows:

1. That the United States battleship Maine arrived in the harbor of Havana, Cuba, on the 25th day of January, eighteen hundred and ninety-eight, and was taken to buoy No. 4, in from five and a half to six fathoms of water, by the regular government pilot. The United States consul-general at Havana had notified the authorities, at that place, the previous evening, of the intended arrival of the Maine.

2. The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out. All ammunition was stowed away in accordance with instructions, and proper care was taken whenever ammunition was handled.

Nothing was stowed in any one of the magazines or shell rooms which was not permitted to be stowed there. The magazines and shell rooms were always locked after having been opened, and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 p. m.

CONDITION OF MAGAZINES.

The temperatures of the magazines and shell rooms were taken daily and reported. The only magazine which had an undue amount of heat was the after 10-inch magazine and that did not explode at the time the Maine was destroyed. 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 Maine. The dry gun cotton primers and detonators were stowed in the cabin aft and remote from the scene of the explosion. The waste was carefully looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer. Varnishes, 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 under the wardroom, and remote from the scene of the explosion. No dangerous stores of any kind were stowed below in any of the other storerooms.

INSPECTION OF BUNKERS.

The coal bunkers were inspected. Of these bunkers adjoining the forward magazines and shell rooms four were empty—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 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 on board the Maine.

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 fair condition. On the night of the destruction of the Maine everything had been reported secure for the night, at 8 p. m., by reliable persons, through the proper authorities, to the commanding officer. At the time the Maine was destroyed the ship was quiet and therefore, least liable to accident caused by movements from those on board.

THE HOUR OF THE DISASTER.

3. The destruction of the Maine occurred at 9:40 p. m., on the 15th day of February, 1898, in the harbor of Havana, Cuba, being at the time moored to the same buoy to which she had been taken upon her arrival. There were two explosions of a distinctly 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 report, like that of a gun, while the second explosion 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.

EVIDENCE NOT DEFINITE.

4. The evidence bearing on 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 a very few minutes after the destruction 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 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.

CONDITION OF THE WRECK.

5. At frame 17, the outer shell of the ship, from a point 11½ 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 above the surface of the water; therefore, about 34 feet above where it would be had the ship sunk uninjured. The outside bottom plating is bent into a reversed V shape, the after wing of which is about 15 feet broad and 32 feet in length (from frame 17 to frame 25) is doubled back upon itself against the continuation of the same plating extending forward.

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 30 feet above its normal position.

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 18, and somewhat on the port side of the ship.

CAUSED BY A MINE.

6. 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 the officers or members of the crew of said vessel.

7. In the opinion of the court the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

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

W. T. Sampson, President Board of Inquiry.

A. J. Marix, Judge Advocate, Board of Inquiry.

The court, having finished the inquiry, it was ordered to make, adjourned at 11 a. m.

TOLD BY WITNESSES.

EXCERPTS FROM TESTIMONY.

The testimony taken by the court of inquiry which investigated the destruction of the Maine, as submitted to congress, comprises about one hundred thousand words. Following are important excerpts:

"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 boat Fern and during a great deal of the diving. In reply to a question to tell the court about the condition 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 inboard. 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 deck under the conning tower supports was bent in two directions the plates on the starboard side bent down."

BEAM BENT TO STARBOARD.

"In reply to an inquiry as to whether he meant with reference to their original positions, Ensign Powelson replied affirmatively. The beam supporting the protective deck a few inches baft 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 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. A piece of the 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 sheared from the rest of the plating below the water line. This plating below the water line has been pushed out to starboard. The armored gratings of the engine room 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 seventy feet from it. The chief engineer thought the strainer was from the fireman's washroom. It was not a strainer in the ship's side. Near the piece of outside plating, to which witness referred above, he said there were pieces of red shellacked planks. On these planks was bolted a composition track two inches wide and an inch thick."

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SPANISH ASKED FOR DELAY.

"Consul General Fitzhugh Lee appeared before the court March 8. His testimony related to the official formalities preceding the Maine's arrival. Jan. 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 purpose in sending the ship. Say it will obstruct autonomy and produce excitement, and most probably a demonstration. Ask that it not be done till they can get instructions from Madrid. Say that if for friendly purpose, as claimed, delay is unimportant.'

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

PRECAUTION AGAINST ACCIDENTS.

Lieutenant Commander Richard Wainwright testified that the regulations in regard to paints and inflammables and all 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 ship. Nobody was allowed unaccompanied. Special "lookouts" were required at night. No unauthorized boats were allowed to approach the ship. There was fine discipline, an obedient crew, fine men.

He was in the captain's office at the time of the explosion; felt a very heavy shock and heard the noise of falling objects on deck. Thought the ship was being fired upon. 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 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 followed with promptness of a drill. The only order not obeyed was the order to leave the ship He first examined 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 were still some burning fragments.

At Midnight.

First Cat—Why so sad tonight, Thomas? Second Cat—I feel so lonely and neglected! I've been weeping and wailing for an hour and no one has thrown anything at me!—Punch.

From One Point of View.

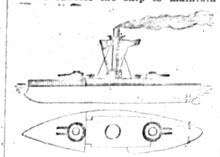
Pennect—Is your mother-in-law's illness serious? Henpeck—Well, I suppose it is, from her point of view.—Town Topics

DESIGNED TO FIGHT.

WHAT A REAL BATTLESLIP IS LIKE.

An Officer of a Monitor Is Responsible for a New Design That May Be of Great Value to the Navy—Not a Thing of Beauty.

The accompanying sketch was made by a naval officer who has had some experience on the larger monitors. It represents in a general way his conception of the ideal battleship. All ships are compromises, and this design departs materially from the well-known and approved monitor type in having a superstructure forward. This feature enables the ship to maintain



DESIGNED TO FIGHT.

her speed in a head sea, which is wholly impracticable with the ordinary monitor, although a sea abeam has but little effect on the speed of this peculiar craft. For about two-thirds of its length the design presents a freeboard of only thirty inches, which may be considered the monitor standard. The freeboard at the bow is ten feet. The twelve-inch guns are well located for sea work, being eighteen feet above the water line. The turrets are housed in barbettes. The height of each barbette above the deck is twelve and one-half feet. A leading feature is the conning tower, which is a tower in fact as well as in name. It has a height of twenty-seven and one-half feet above the water line, is twenty-five feet in diameter, and twenty inches thick. There is nothing equal to it now afloat.

MAXIM'S NAVAL GUN.
(It Works Automatically and Is Generally Kept in a Warship's Conning Tower.)

The conning towers on most ships are mere death traps, and many commanding officers say they would rather take their chances on an open bridge than to occupy one of the alleged "conning towers."

The smoke pipe passes up through the center of the tower and receives protection from it. The smokepipe is utilized as a mast, and carries the usual fighting top and signal yard. The top of the smoke pipe is 100 feet above the water line, and as the fighting top is fifteen feet below the smoke outlet, the men at the top guns ought not to suffer any discomfort from smoke. The barbettes and conning tower rest on the main deck, which is two inches thick.

The side armor is continuous and has a mean thickness of twenty inches, twenty-four inches amidships, tapering to sixteen inches at the ends. The depth of side armor is six and one-half feet. The thickness of armor on turrets, barbettes, and conning tower is twenty inches.

The length of the vessel on water line is 300 feet; beam, seventy feet; draught forward and aft, twenty and one-half feet; displacement, about 8,600 tons; twin screw; indicated horse power, 5,000; speed, about thirteen and one-half knots per hour; coal capacity, 500 tons; main battery, four twelve-inch and six four-inch guns; secondary battery, six six-pounder rapid-firing guns and two thirty-seven mm. Hotchkiss revolving cannon.

The sketch represents the ship cleared for action, the boats at other times being stored on the superstructure. The presence of a superstructure amidships adds much to the comfort of a monitor's crew and does not increase her size as a target, as bridges and other gear would incumber the space between the turrets and give the enemy as good a mark as does a superstructure. This point is illustrated by a comparison of the Minantonomah and the Amphitrite, the former having no superstructure. The model of this design is necessarily very full, otherwise the enormous armor weights could not be borne. The absence of eight-inch guns means a sacrifice of offensive power, but there is a corresponding gain in armor protection and in general simplicity. The ship can be commanded by one man and handled by a small crew. The designer believes that this ship, although costing not over two-thirds as much as the Indiana and being much cheaper to maintain, would be more than a match for the pride of the Hoosier state.

Could Be Fitted for Action.

Attention has been attracted to the merchant steamships that are classed as auxiliary cruisers to the navy, and which could be fitted out in a short time so as to serve most effectively as commerce destroyers or as speedy transports for the handling of troops. The available steamships that could be utilized by the government would constitute a big fleet, and experts believe that it would prove of great service in the event of war with any country. The four big steamers of the American line, the St. Louis, the St. Paul, the New York and the Paris, are the largest ships of the number, and besides these there are the steamships of the New York and Cuba Steamship company, and the Mallory, Morgan, Red D and Panama lines. All of these vessels could be fitted out and prepared for duty in a very short time. They would be supplied with guns of the Driggs-Schroeder and Hotchkiss pattern, which are designed to throw a large number of small projectiles with great rapidity. Naval officers do not believe that all the available merchant steamships would be called upon to do duty as commerce destroyers. They believe that half a dozen of the fastest ones would be more than enough to wipe Spain's small commerce from the seas in a comparatively short time. The navy yard at Brooklyn could accommodate ten large steamships at one time if it were necessary to fit them out at short notice.

JUDGE ADVOCATE MARIX.
(He Carried the Report of the Maine Inquiry to Washington.)

Horrors of War.

"War," said the old colonel, as he stirred his toddy, "is too terrible to contemplate. It should not be lightly spoken of, sir; it is a serious, sad affair. I have two graves in Virginia, one in Tennessee and three in Kentucky, and but for war the men who fill them would be living yet!" "Your sons, colonel?" asked the listener, in an awed voice. The colonel tossed off his toddy neat, and stroking his gray beard said: "No, sir; my substitutes; the brave men who fought, bled and died for me!" Then the listener coughed and observed that whisky was not as good now as it was before the war.

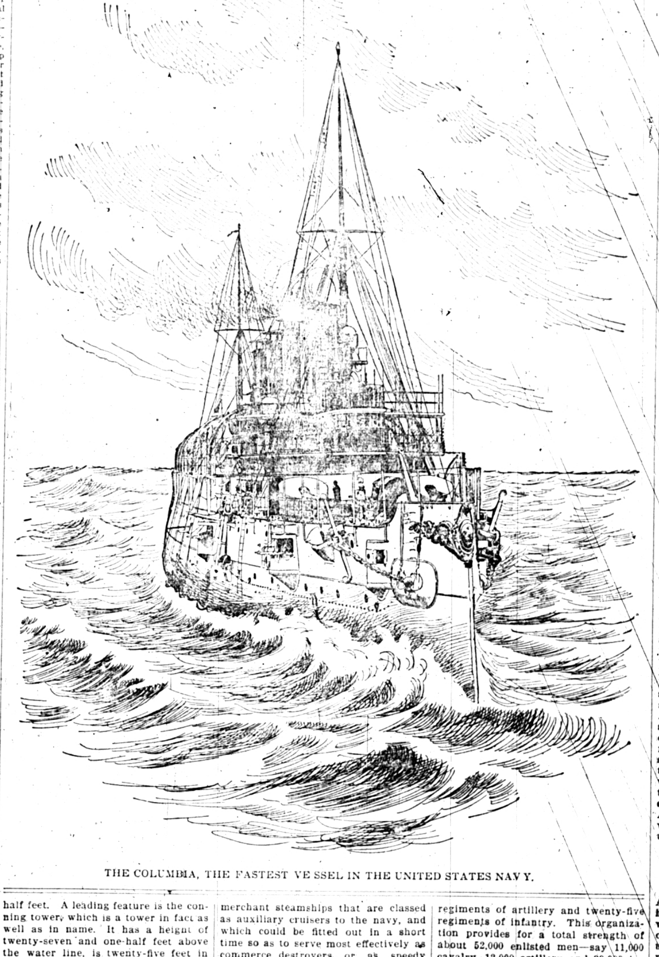
THE O'HIGGINS.
(Now Belongs to Chile, But May Be Purchased by Uncle Sam.)

The Regular Army.

Our army, under existing laws, consists of ten regiments of cavalry, seven regiments of artillery and twenty-five regiments of infantry. This organization provides for a total strength of about 52,000 enlisted men—say 11,000 cavalry, 12,000 artillery and 29,000 infantry. But the enlistments are limited by act of congress to a total of 25,000, so that the actual present strength of the army is but 6,000 cavalry, 4,000 artillery and 13,000 infantry, in round numbers. Enlisted men in various staff departments bring the number up to the limit imposed.

MORTAR ELEVATED FOR FIRING.

If the United States should be compelled to undertake a war for the deliverance of Cuba, it would doubtless be necessary to employ volunteers, but the regulars would form at least the nucleus of any army of occupation and it would make a great deal of difference whether the regular army had 52,000 or only 23,000 fighting men. From the latter number, scattered all over the continent, on the coast, on the northern and southern frontiers and in the Indian country, not many could be spared. If the ranks were filled to the maximum, a very respectable force would be available in case of war.



THE COLUMBIA, THE FASTEST VESSEL IN THE UNITED STATES NAVY.

GAINED 22 POUNDS IN 5 WEEKS.

From the By-Stander, Macomb, Ill.

Alderman Louis W. Camp, of our city, has quite astonished his friends of late, by a remarkable gain in weight. He has gained pounds in five weeks. Those of his friends who do not know the facts of his sickness will read with interest the following:

"I was broken down in health and utterly miserable," said Mr. Camp to our reporter. "I was unable to work much of the time and so badly afflicted with a form of stomach trouble that life was a veritable nightmare.

"I tried various remedies, but during the six months of my sickness I obtained no relief. I had always been a robust, healthy man and sickness bore heavily upon me.

"About two years ago I was advised to try Dr. Williams' Pink Pills for Pale People. I purchased one box and received so much benefit that I used five more and was entirely cured. *I gained twenty-two pounds in five weeks.* Since I stopped taking the pills I have scarcely had an ache or pain.

Interviewing the Alderman.

"Dr. Williams' Pink Pills restored me to health and I most heartily recommend them."

L. W. Camp on oath says that the foregoing statement is true.

W. W. MELOAN, *Notary Public.*

Following is the physician's certificate as to Mr. Camp's present condition.

I am a regularly licensed physician of Macomb, McDonough County, Ill. I have very recently examined Mr. L. W. Camp as to his general physical condition, and find the same to be all that could be desired, appetite and digestion good, sleeps well, and has all the evidences of being in a good physical condition. SAM'L RUSSELL, M. D.

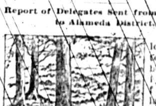
Subscribed and sworn to before me this 30th day of September, 1897.

W. W. MELOAN, *Notary Public.*

Executive ability is the faculty of getting somebody to do your work.

VISITED WESTERN CANADA.

Report of Delegates Sent from Michigan to Alameda District.



The following letters have been selected from a large number of those sent by delegates to report on Western Canada to their friends in Michigan, and as a result of which hundreds of people expect to leave this spring for the Free Grant Lands of Western Canada.

Alameda, N. W. T., Aug. 31, 1897.

Dear Friends of Saginaw:—Those desiring to secure a good and sure home will do well to take our advice, and examine the land in the neighborhood of Alameda, as we know that everyone who sees this land will be agreeably surprised. Before seeing this land we were partly in doubt as to moving here, but after looking it over we at once decided to make our home here, and we beg those of our friends who are desirous of securing farms, not to let this chance slip by, as the soil is of the best and the water can not be excelled. The finest wheat we ever saw is also raised here.

We shall return home in haste, straighten out our affairs, and move here at once.

Yours truly,
(Signed) WILLIAM GOTTOWSKI,
ALBERT MAI,
WILLIAM RIEDEL,
Of Saginaw.

Winnipeg, Man., Sept. 16, 1897.

Mr. M. V. McInnes, Chief Colonization Agent, Detroit, Mich. Dear Sir:—We are pleased to state to you that we have found the country in the vicinity of Alameda fully up to what you and Mr. Keller had represented it to be. It is, in fact, an ideal location for mixed farming. The soil is the best we ever saw, and as the farmers were all busy at threshing, we had an excellent chance to see its productive quality, which cannot be surpassed anywhere. The cattle could not be in better condition. We saw two year old steers equal to three year old raised in most places, and these, as are all others about Alameda, were fed on native hay in winter and herded in summer. As we had previous to this visited the Northwestern States in behalf of a large number of farmers, to locate suitable land for mixed farming, we are now in a position to say that the Alameda district of Western Canada surpasses them all. The country is equal to that about Thuringen in Germany. We were rather sceptic before starting, and our intention was to settle in spring, if we were suited, but we have now decided to move at once; that is, as early this fall as we possibly can. We left Mr. Riedel at Alameda, and take back his report, and we will take his family and effects with us when we go.

Yours sincerely,
(Signed) ALBERT MAI
FRED GOTTOWSKI.

Ludington, Mich., Nov. 1, 1897.

M. V. McInnes, Esq., Colonization Agent, Detroit, Mich. Dear Sir:—We have just returned from the West, and were exceedingly well pleased with the country. We are going back to take up our homesteads in early spring. We received $35 per month and board working for farmers, and the board was the best we ever had—the beef and mutton especially were excellent. The fine flavor is owing to the fine grasses which the cattle and sheep feed upon. The people are very hospitable, and treat their hired help with much kindness.

The grain is much heavier than here; wheat being 62 lbs. to the bushel; oats 48 lbs., and barley often 55 lbs.

Any man with a good team and money enough to buy provisions and seed for six months can become rich there in five years. Many people who arrived there five years ago with little, or nothing, are well off now. One man I met held his wheat from last year and was offered $16,000 for this year's crop and what he had held over from last year, and is holding at $1 per bushel. We are going back in the spring to work for this same farmer until seeding, after which we will homestead between seeding and harvest. We think we will settle on the Manitoba & Northwestern R. R.

You can refer any one to us for this part of the country, while we are here, and we will cheerfully answer any questions which anyone may wish to ask.

Yours truly,
(Signed) CHAS. HAWLEY,
JOSEPH DOLA.

Our past never dies; it only sleeps.

Lane's Family Medicine.

Moves the bowels each day. In order to be healthy this is necessary. Acts gently on the liver and kidneys. Cures sick headache. Price 25 and 50c.

Strength is the reward of virtue.