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How the MAINE Will Be BURIED.

The Engineering Miracles and the Ceremonies That Make the Destruction of the Tragic Wreck the Most Extraordinary Funeral the World Has Ever Seen



The Barnacle Encrusted Stern of the Maine Which Will Be Towed Out to a Deep Water Grave.

tated portion. The first step was to cleanly sever the shattered bow part from the comparatively uninjured after part.

This was done by means of the white-hot blast of the acetylene blowpipe, which gnawed a clean cut through armor plate, keel and all the metal inner structure.

In order to float the remains thus cleared from hopeless wreckage, it was necessary to build a water-tight bulkhead clear across from side to side. Then, on February 2, just enough water was admitted to the cofferdam surrounding the wreck to free this portion of the hulk from the bottom mud in which it had been deeply embedded. So well had the work been done that it floated almost on an even keel, though somewhat down at the stern, and much higher out of water than originally, owing to the removal of the heavy 10-inch guns and the after turret.

Shattered portions of the forward part of the vessel still remain, and these are being removed as rapidly as possible by the army engineers who have had charge of the job, under direction of Major Harley B. Ferguson.

When this business has been finished, and everything else is in readiness, enough water will be admitted to the cofferdam to raise the hulk to the surface level of the harbor. Then, when the appointed time arrives, an opening will be cut in the cofferdam, and the melancholy remainder of the brave little battleship, which, without ever firing a gun in battle, did so much to make American history, will be floated out into the harbor, and towed a few miles out to sea by a torpedo boat. Then, at the place duly designated in advance, the warships will form in a double column to perform the last rites. The torpedo boat, with



The Powerful Acetylene Blow Pipe at Work Cutting Off the Bow of the Maine

the hulk in tow, will pass along between the two lines of fighting vessels, and, as she does so, the bands on the ships will burst forth one after another with the strains of a requiem.

When the torpedo boat and her tow have passed beyond the two lines of ships, she will pause, and men who have been placed on board the hulk for that purpose will light fuses which are to set off two or three heavy charges of high explosive previously prepared and lodged in contact with the water-tight bulkhead built across the broken end of the hulk. They will then abandon her in a boat, and it will remain only for those on the war vessels to await the shock of the detonations.

The explosions will blow out a considerable part of the bulkhead, admitting great quantities of water to the interior of the hulk, which will immediately settle and sink, leaving only a few momentary bubbles to mark the spot where she disappeared. As she goes down, the

last honors to the old Maine will be paid by tremendous salvos of naval artillery fired across her ocean grave.

Inasmuch as the destruction of the Maine was the cause of the war that gave Cuba her freedom, it is natural that the people of the island

should take an intense interest in the lost battleship. They have addressed a request to our own government for some part of the wreck, to be incorporated into a memorial monument that is to be erected in Havana. If possible, they would prefer to have the after turret, and it is likely that they will get it. Congress, in fact, has recently authorized the Secretary of the Navy to transfer to the Republic of Cuba a relic of some kind that may seem suitable for the purpose.

In addition, Congress has authorized the distribution of other relics of the Maine, which, as newly provided by law, may be given under certain definite restrictions, a committee of two navy and two army officers having been appointed to decide on all applications. Already hundreds of such applications have come in since the removal of the wreck was undertaken.

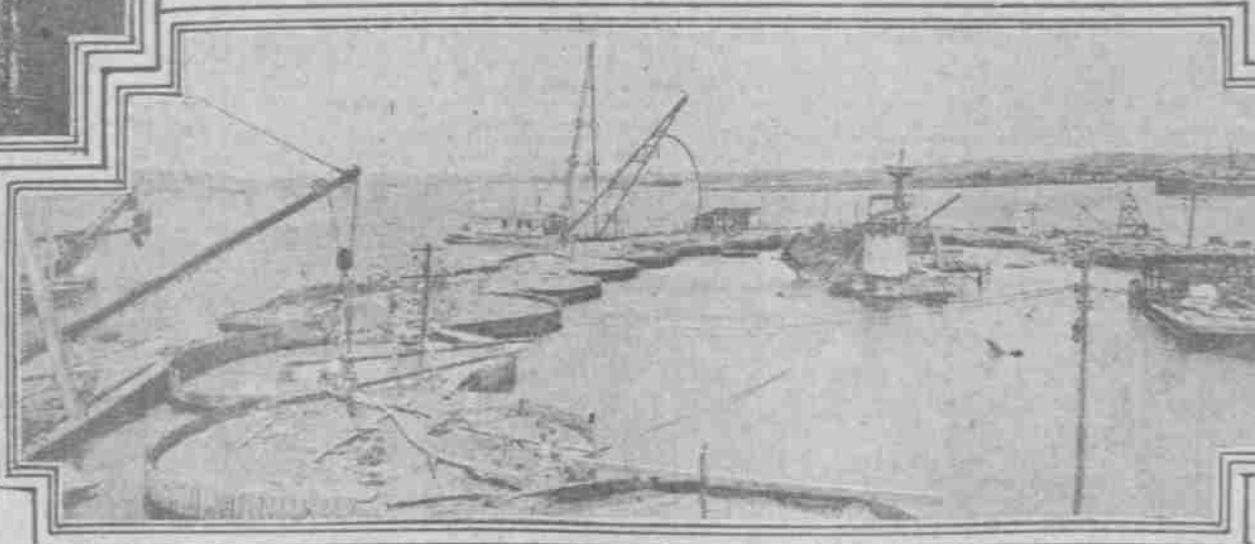
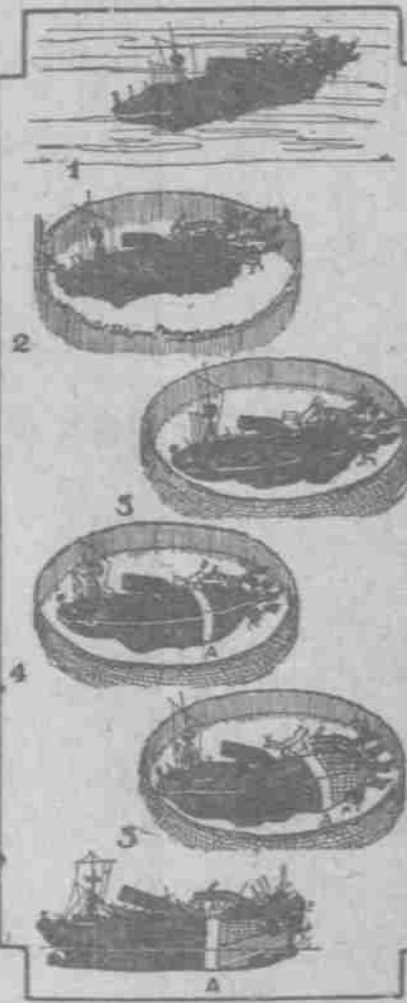
Any city or town in the United States may hopefully apply for a relic. Likewise any military or naval association or society in the United States. But nobody else can possibly obtain a souvenir of the kind—excepting only the former officers and crew of the Maine, or their heirs and representatives.

The relics available for distribution have not yet been sorted out and catalogued. But this will be done before long, and then the committee will be ready to respond to applications. One applicant has asked for the brass rim of a porthole, but it may not be obtainable. Most of the relics distributed will be

fittings of one sort or another. Projectiles, of which there are a good many on hand, will be in much demand.

How the Wreck Was Recovered.

- 1—Under Water.
- 2—The Dam Finished.
- 3—The Hulk Revealed.
- 4—The Shattered Bow.
- 5—Cutting Off the Bow.
- 6—The Cut Finished.



The Cofferdam About the Wreck Ready to Be Drained.

THE most stately naval funeral in the history of the world will be held in Cuban waters some time within the next three months—the exact date being as yet undetermined. It will mark the consignment of the ill-fated battleship Maine to her last resting place, the ocean.

The occasion will be one of almost overwhelming solemnity, and its attendant ceremonies on land and afloat will be both elaborate and impressive. All that military pomp can contribute will help to make them as soul-stirring as possible, and the navy will send a small fleet of warships, including both battleships and cruisers, to take part.

Nearly all of the population of Cuba will be on hand to witness the spectacle, during the progress of which the heights of the Morro and all the foreshore of Havana Harbor will be hidden by masses of people. Although the exact details of the affair have not yet been decided upon, it is expected that the ceremonies will begin on land, and that later on the navy will take up its share of the solemn function.

How it is possible to float out to a deep ocean grave an iron and steel wreck, so shattered as the Maine was by the death blow it received nearly fourteen years ago, requires explanation.

All the world is familiar with the methods by which the condition of the Maine's sunken hulk was revealed—the building of a coffer dam encircling it, and the pumping out of the water, and the clearing away of the mud in which it had settled.

The vessel's length, nothing was left except the starboard half of the bottom. Of the next half-four feet (which included the forward boiler-room), the entire upper part was gone; and the conning tower, which weighed fifty tons, had been blown twenty yards and turned upside down.

There was in all about one hundred feet of twisted wreckage. But the after half of the ship was relatively uninjured. Her four after boilers were intact and undisturbed. Widely scattered through the vessel, especially amidships, were more or less damaged projectiles of various sizes; likewise powder tanks which had been torn asunder or crushed.

The conclusion of the naval board was that some sort of iron tank filled with ordinary gunpowder was exploded beneath the bottom of the Maine, about one-third of the way from the bow, on the port side. She was, as will be remembered, swinging at a buoy at the time in the harbor of Havana. It was on the fateful night of February 15, 1898. But what really did most of the damage was the consequent ignition of the reserve magazine of ammunition for the 9-inch guns, which held a large quantity of black powder.

IF YOU BELIEVE

—That You Don't Weigh More After Dinner
THIS fallacy has probably arisen from the fact that after a man has eaten and drunk two pounds of food he doesn't weigh exactly two pounds more than he did before taking that amount of food.

This is due to the body continually losing weight, whether one is eating or not. But far more by doing violent exercise, by perspiration through the skin, and by the moisture and carbon-dioxide gases exhaled through the lungs.

—That Cinderella Wore Glass Slippers

THIS deeply rooted and well nurtured fallacy is one which can be convincingly explained. The old original Cinderella wore fur slippers, a much more sensible foot-gear for a cold Winter's night, especially if one wants to dance and get back home without your guardian being any the wiser. In the original French the words were "pantoufle en vair." These, by their sound, were mistaken for "pantoufle en verre," and thus "fur" was changed to "glass."

—That Sap of Trees Goes Down in Winter

IT is not that the sap goes down in Winter—it merely doesn't go up. During the active Spring vegetation the sap goes up comparatively rapidly to help form new leaves and shoots and to replace evaporated sap. During the Summer the supply is kept up in normal quantities, but with the approach of Autumn the manufacture of its life fluid by the tree decreases, and when Winter comes it becomes almost negative.

—That Her Name Was Joan of Arc

THE correct forms are Jeanne Darc or Joan Darc, and in support of this we find that Professor S. R. Gardiner says "Jeanne Darc, known in England by a curious mistake as Joan of Arc." The mistake, of course, is in supposing that the French form is d'Arc instead of Darc—the "d" meaning "of." Professor Cyril Ransome, M. A., uses the form Jeanne Darc. Henri Martin, in his history of France, adopts the spelling Darc instead of the small d'Arc, on the grounds that there is no such village near Domremy, where the heroine was born, and consequently there is no sense in Jeanne of Arc. Others who have specially gone into this point are M. A. Vallett de Viriville and M. P. G. Dumast, both of whom adopt the form Jeanne Darc.

Now
 You
 See
 Why
 You
 Are
 Wrong