

Sampson-Schley Controversy.

Plain Statement of the Case and All Its Attendant Circumstances.

To understand correctly the origin of the famous dispute between Admiral Sampson and Admiral Schley, of the American Navy, it is absolutely necessary that the environment of the two men prior to the Spanish-American war...

Navy Department received word that the Spanish squadron of Admiral Cervera was west of Martinique, the Windward Islands. Later Sampson was advised that it was off Curacao. He was ordered to proceed to Key West at once, to which point Schley's flying squadron had also been ordered.



Rear-Admiral W. T. Sampson.

go. They found fresh material for attack when on May 21, with the Massachusetts, Iowa and New Orleans, he engaged the Colon in the entrance to the harbor and the shore batteries. The engagement lasted about an hour with the loss of eight men on the Reina Mercedes and no damage to the American vessels.



Rear-Admiral W. S. Schley.

Schley at a moment when the latter had fought and won one of the greatest naval battles of modern times. The continued hostility of the naval cabinet at Washington to Schley, and renewed evidence that the Navy Department did not regard him with favor...

Admiral Sampson has never been a strong man. There is no question but that chagrin over his absence at the battle of Santiago and embitterment through his dispute with Admiral Schley has marked his entire future life and health.

Admiral Schley was very much in disfavor at Washington all during the month of June and throughout the blockading of Cervera at Santiago. Admiral Sampson was in charge of the blockade, and devised all the plans for it, and gave the orders indicating how the vessels should act in the event of Cervera's coming out.

Admiral Schley was court-martialed, but if the finding of the board of inquiry is against him he will be officially under a cloud for the rest of his days. It is directly under the control of the admirals that the greatest censure fall upon the Navy Department.

ATTUM'S GREAT EVENT.

Portland's Fall Carnival will be the event of the season from several points of view. From an artistic point the decorations are going to be beautiful, and on a scale never before attempted here.

Portland people appreciate good music, and they are going to have it and lots of it at the Carnival. Two of the best bands in the country have been engaged, and they comprise some very talented players.

The fact that excursion tickets are going to be good for the whole week is a source of great satisfaction to the people, and will bring many people to Portland. Crowds are coming from all directions.

Liberal space in the Exposition Building will be allotted to exhibitors, but it is going to be all filled up with attractive exhibits. Among the exhibitors who have already selected space are the following:

- Pacific Pottery Company, working exhibit. W. A. Gwynn, artificial stone. George Otten, artist. H. P. Christensen. Ernest Miller. E. J. Bowen. E. W. F. Hubbard. Portland General Electric Company. A. B. McAlpin, photographer. Fortuna Sanitarium Food Company. Nottingham & Co. Isaac Gevry. Salem Woolen Mills Store. Snell-Yale Cycles Company. M. S. Alexander & Co. Acme Mills. Heinz Pickle Works. Salsm Woolsen Co. Brunsvick-Balke-Cullender Company. Smith-Premier Typewriters. Nottingham & Co. Columbian Pharmaceutical Company. A. J. Hilbert & Co., Milwaukee, Wis. Allaire, Woodard & Co., Peoria, Ill. Soule Bros. & Johnston. Orangeline Chemical Company, Chicago. Chicago Chemical Company, Chicago. Closser & Devers. Acme, photographer. Moore's Gallery. Arne & Nordstrom, photographers. A. E. Krusch, photographer. Arrow Drug Company, Unionville, Mo. Little Art Shop. Blumauer & Hoch. W. J. Van Schuyver & Co.

DECIDED BARGAINS AT THE GREAT REMOVAL SALE

Table listing various items for sale with prices, including Hemstitched Handkerchiefs, Crash, Batting, Ladies' Union Suits, etc.

SHANAHAN'S

MAIL ORDERS FILLED. FIRST AND SALMON STS. PHONE BLACK 2963. You'll Have to Hurry. If you want one of these Shirt Waists! Just 118 Cotton Shirt Waists.

Advertisement for Fur repair and remodeling services, including 'Siberfeld Fur Mfg. Co.' and 'The Largest and Leading Furriers of the West.'

DAILY CITY STATISTICS. Building Permits. Marriage Licenses. Birth Returns. Death Returns. Contactors Dismissed. Real Estate Transfers.

Very Best Oysters. The celebrated Toke Point oysters on half-shell at 25 Alder street. Torpedo tubes made of aluminum instead of steel have been placed on board of two destroyers at Portsmouth.

Famous Around the Camp-Fire GRAPE-NUTS. Ready Cooked, Delicious and Nourishing. FOR CAMPING. People going into camp should not forget to take along a good supply of Grape-Nuts.

When war was declared against Spain in 1898 by the United States, Rear-Admiral Sampson was a Captain in the Navy. Entering Annapolis in 1857, he graduated, served as a Lieutenant during the Civil war, and then, after the cessation of hostilities, gave the greater part of his time to naval instruction work at Annapolis.

According to the official records at Washington on May 22 Sampson received advice from Key West that Cervera was at Santiago on May 21. Sampson, therefore, on May 23 left off his Havana blockade and sailed for St. Nicholas Channel, intending to occupy that in such a manner as to prevent the approach of the Spanish squadron in that direction.

The charge that Admiral Schley disobeyed orders after leaving Cienfuegos, in not going direct to Santiago, has been hotly pressed by his opponents. His official report as to his actions at that time states: On the 23d the Hawk arrived with dispatches from Admiral Sampson, directing me to move eastward with the squadron to Santiago.



Relative positions taken by the Brooklyn in the great fight and her famous loop maneuver; B-Brooklyn and her seven positions from 9:35 A. M. to 1:15 P. M. in the battle. Texas and three of her positions. Showing also the first positions of all the other American battle-ships and initial directions.

hazards, assuming that the Spanish vessels are at that point. Sampson arrived at Key West on May 28, and then called Schley to ascertain definitely if Cervera was at Santiago.

Admiral Schley has always maintained that his loop prevented the Vizcaya from ramming him, that he divined the intention to so attack him, that he expected his vessel to be sunk, but took the brunt of the fighting, believing he could check the Spaniards until the entire American fleet had closed in.

His critics were busy at Washington and elsewhere while he remained off Santiago. The department at Washington did not accept the explanation, nor has it ever. Schley was not interfered with in his command, but he was given to understand that his delay at Cienfuegos was unaccountable; that his leaving Santiago after once arriving there was strange, and that his failure to turn back until he got ready to be a practical disobedience of orders.