

HAWKES' HEMP COMBINE

ADJUTANT-GENERAL CORBIN'S CONNECTION WITH IT.

Attempts to Use the War Department to Further the Scheme—The Major's Price.

WASHINGTON, Oct. 2.—In the Colonel Heistand investigation today William C. McIntyre, who was attorney for Major Hawkes at the time he made his settlement with Colonel Heistand, related the substance of his interview with General Corbin concerning the settlement.

Major Hawkes was called and questioned regarding the bill of expenses he had presented, and concerning copies of letters written by Hawkes to Heistand. The witness said he had no knowledge of copies having been made at the time of settlement. These copies were made by a friend, who had the papers for a time without his knowledge.

Senator Harris questioned him concerning a letter he had written to Colonel Heistand, which conflicted with his present statement. He declared that his present statement was correct. The witness had written James E. Boyd, of the company, releasing him from any claim, because Boyd was the witness' personal friend.

Major Hawkes said that he never learned from any of the persons named—Boyd, Allen, Corbin and Melkjohn—that they were in the company, all such representations coming from Heistand. Captain H. W. Harton testified concerning a meeting in Dudley & Michener's office, when Heistand and Hawkes were present. The talk was upon the subject of the hemp combine deal.

Heistand mentioned the names of Boyd, Melkjohn, Heistand and Hawkes, but in what connection he could not say. General Corbin, the adjutant-general, testified that Colonel Heistand made a general statement to him concerning the organization of a company, and asked him if he would like to invest in it.

He then favored the company for three or four days later he told Heistand that he had no money to invest in any company. Some time afterward Assistant Secretary Allen came to him and said that a man named Hawkes was using both their names to do some scheme.

He told Allen that Hawkes had no authority to use his name. Neither Boyd nor Melkjohn had any authority concerning the organization of the company. He had never discussed the matter with Hawkes. He knew of Hawkes, as he was appointed in the War Department, and subsequently applied for another appointment.

The papers for the latter place were withdrawn. Later Hawkes came to him with a claim against Heistand, and he had sent it to the War Department, in connection with the matter. He wanted to state, he said, for the honor of his country, that he never heard of it in connection with the hemp combine, and could be used for no discernible purpose.

Judge James E. Boyd also denied any connection with the company. He had known Hawkes for several years, and helped him to get a commission in the volunteers. No suggestion ever was made that he (Boyd) was to receive stock in the company.

Major Hawkes said he had endeavored to sell the whole story to New York papers, and likewise had unsuccessfully offered to sell it to the National Democratic Committee, prior to the election for 1900, and other considerations. The offer was not accepted. Hawkes said he then withdrew the papers upon assurance from a Government official that they could be taken up and satisfactorily settled.

He was asked if he had not approached Lawrence S. Holt, of North Carolina, and intended to back up the case for a consideration of \$500. Hawkes replied he never had \$500 that would not hush up anything. "Any man that says so is a liar, and I will so brand him."

Major Hawkes testified as to his interview of Flint, Eddy & Co., of New York, to whom he announced his purpose of organizing a company "to control the hemp trade of the Philippines."

He said Colonel Heistand guaranteed that if the combination were put through the tariffs could be "fixed." Heistand had said he could get a Mr. Smith, at the head of the War Department, to get the War Department into the combination. Adjourning until tomorrow.

NATIONAL BANK ORGANIZATION. Summary of Returns Received by the Controller of the Currency.

WASHINGTON, Oct. 2.—The Controller of the Currency has prepared a summary of returns relative to the organization of National banks under the provisions of the National Currency Law, as amended by the act of March 14, 1900, statistics being brought down to the close of September, 1901.

IN SCHLEY'S BEHALF

(Continued from First Page.)

Judge-Advocate—Did you attach to your official report of July 3 a copy of the notes of said action?

"Yes, sir."

"Where did you obtain this copy?"

"From the executive officer, Lieutenant Harlow."

"Did you, at the time, know whether there were any differences between this copy, as attached to your official report, and the copy as it appears on your log book?"

"Yes, sir; I know there was some slight difference."

"From whom did you learn these differences, and was any explanation made of this fact to you?"

"When I was writing my report of the action of July 3 I said to Lieutenant Harlow: 'I desire a copy of your notes taken during the action to accompany my report to the Admiral.' His reply, as I now remember it, was: 'Those notes were taken for the representative of a newspaper on board the Brooklyn, and I would like to make some changes in them.' 'Very well,' I said, 'I wish the notes to go with my report.' He afterward submitted to me the notes written in script, which I read over and enclosed in my report to the Admiral."

"Mention has been made of the copy of the notes sent to the Brooklyn which were printed on board that vessel. Do you recognize that paper?"

"I have seen a copy of this before. If I am not mistaken several were sent through the Vixen."

"What does it purport to be?"

"An account of the engagement with the Spanish squadron as seen from the U. S. S. Vixen, July 3, 1898, U. S. S. Brooklyn, flagship."

Comparison of Notes. At this point Judge-Advocate Lemly had the witness compare the original copy of the Harlow notes with the copy printed on board the Brooklyn; with the result of showing that the notes had been changed before being printed, so as to make the account say that at 10:25 the two leading ships of the enemy "bore well on the Brooklyn's starboard quarter," instead of on her "starboard bow," and that at 11:45 the Brooklyn was "one point on port bow," instead of "one point on starboard bow."

The court then adjourned for luncheon. When the court reconvened after lunch, Captain Lemly continued his questioning of Commander Sharp concerning the changes in the notes made by Lieutenant Harlow, as follows:

"What was the entry made in your log, hour 10:15, the two leading ships of the enemy are given as well on the starboard bow of the Brooklyn, are they not?"

Commander Sharp (reading): "The two leading ships of the enemy were well on her starboard bow," yes, sir.

"Now in the copy printed on the Brooklyn, what is the bearing of those ships?"

Commander Sharp (reading): "The two leading ships were well on her starboard quarter." It says "quarter" here and "bow" in the notes of the Vixen's log.

"Then the Brooklyn is placed further ahead by the printed copy of the log, is she not?"

"Either ahead or the ships of the Spanish fleet further astern, yes, sir."

"In the entry made at 11:45 A. M. it appears from your log that the Brooklyn bore one point on the port bow of the Vixen, does it not?"

Commander Sharp (reading): "The Brooklyn bore one point on the port bow of the Vixen," yes, sir.

"The copy of the Brooklyn's printed notes would put the Brooklyn further in front of the Vixen, further out, sir, as the case might be."

Cross-examining the witness, Captain Parker elicited from him the statement that the print of the word "starboard" in the copy of the log book was "starboard" as printed in the Brooklyn print of the notes, corresponds with the official print as given in the appendix, that word being given in place of the word "port," as originally stated in the notes. Captain Parker also called the attention of the witness to the entry in Lieutenant Harlow's notes, wherein he said: "11:15, the Iowa is going on the port bow of the Vixen," and asked if he had read the notes at the time, calling his attention to the fact that the Massachusetts was then at Guantanamo Bay, and that the Iowa had been ordered to the port bow.

Changes in the Copy. Captain Parker then asked whether it was not true that on changes from the original copy, appearing in the Brooklyn print, had been made by Lieutenant Harlow himself before he delivered the transcript to him (Sharp) for Commodore Schley. The witness replied that he did not think so.

Captain Parker—You can hardly remember at this time whether the Brooklyn was on the starboard or port bow, can you?

"Yes, sir; my impression is she was on the port bow."

Captain Parker—Now, knowing that fact, may it not be possible that before you sent those notes to the Commodore the word "starboard" may have been changed into "port" or vice versa? If you read the notes over before you took them to the Commodore and saw any inaccuracies you probably would have changed them, would you not?

"I am afraid I did not look them over so carefully as I should have done. That is an error undoubtedly about the Brooklyn being on the starboard bow. It was on the port side."

Mr. Raynor—Do you remember when you handed to Commodore Schley the typewritten transcript of the Harlow notes from which the pamphlet was printed that you said: 'Commodore Schley, these are the true notes of the fight, which will stand.'"

"I have no recollection of using such language."

Leave of Absence

Granted the Ambassador to England.

JOSEPH H. CHOATE.

NEW YORK, Oct. 2.—According to a dispatch to the World from London, Ambassador Choate has applied to the State Department at Washington for leave of absence, and proposes to sail for New York a week from next Saturday. It is believed Mr. Choate's visit to Washington is inspired mainly by the fact that the ambassador has made on the canal travel, although, of course, he also has personal reasons for undertaking the trip.

had you with Commodore Schley relating to the object of the bombardment on May 31, while you were taking him to the Massachusetts?

"The only conversation I remember was that relative to what should become of the Vixen after the action. I had made a court what signals, if any, were made by the Brooklyn from the commencement to the end of the fight of July 3."

"The Brooklyn had hoisted the signal: 'Enemy attempting to escape.' That is in the notes. There may have been others, but I do not find any here."

"What orders were given under which you acted when on blockade when off Santiago."

"My impression is that I received my instructions from Commander McCalla to go inside the line of vessels and to the seaward of Santiago about two miles. That is for the 23d, 30th and 31st of May."

Sigsbee Recalled. Captain Sigsbee was then recalled to correct the official copy of his testimony of yesterday, but before he proceeded, Mr. Raynor asked him whether, "in view of the state of the weather and the sea on May 28, ships could have hoisted with safety to sea."

Captain Sigsbee replied: "Possibly, yes. On the evening of the 26th, but at risk of the ship. It was not due to the weather somewhat abated and I can not say that it would have been impossible."

Captain Sigsbee also made an addition to his statement of yesterday concerning any statement made by the Vixen to Admiral Sampson or any one else, to the effect that Commodore Schley was blocking Santiago harbor 25 miles out at sea."

"I did not and never have stated that Admiral Schley was blocking 25 miles out at sea."

The court asked questions of Captain Sigsbee as follows:

"You have stated there were two meetings of commanding officers off Santiago while you were blockading there, have you not?"

"I stated that, to the best of my recollection, there were. I am not too firm in the belief. I am positive of one."

"Upon what ship or ships were these meetings held?"

"Either the Yale or the Harvard."

"Were the meetings accidental or by order of the senior officer present?"

"By order of the senior officer present."

"By order of the senior officer present."

"They were informal meetings to talk over the situation. I remember I observed the Commodore and the Vixen came out and catch up to our ships at any time, and I wanted to go aboard my ship. The meeting was broken up on my account."

"In the copy handed to Captain Sigsbee a press copy book containing the order to proceed to Santiago to meet the flying squadron. The dispatch read: 'Proceed to meet the flying squadron. The Spanish fleet is reported there; communicate occasionally.'"

Captain Sigsbee said the dispatch was correct. He was then excused.

Watch Officer of the Brooklyn. When Captain Sigsbee left the witness stated that the watch officer, James G. Doyle, who was watch officer on board Commodore Schley's flagship, the Brooklyn, during the Spanish war. There was much interest in his appearance today, speaking for Commodore Schley's officers to be called since the inquiry began. He was called by the department, but when Captain Lemly had concluded his examination, Mr. Raynor announced that it had been Admiral Schley's intention to have Lieutenant Doyle summoned as a witness in his behalf. He, therefore, with the consent of the court, questioned the witness as if his examination had been in chief and did not confine himself to cross-examination.

In response to questions by Captain Lemly, Lieutenant Doyle said that, during the battle of Santiago, he had charge of the two-walst turrets. He had, he said, written the log giving the account of the battle as there recorded, but afterward an addendum had been made by the Vixen. When the Brooklyn steamed westward the witness was first in the port turret and then in the starboard turret.

"Did you have an opportunity of observing which way the vessel turned?"

Captain Lemly asked.

The witness responded in the affirmative. He said, however, that he did not hear the orders given to the man at the wheel.

"What did you observe?"

"I observed, while in the port turret, that we had an opportunity of firing at the Vixen. When the Brooklyn steamed nearly ahead. The Spanish ships were a little bit then on our port bow and I saw the Vixen's funnel and the masts and rigging of the other vessels. The Vixen was on the port bow, and I saw the masts and rigging of the other vessels. The Vixen was on the port bow, and I saw the masts and rigging of the other vessels."

Then he said, on the night of the 24th, the ships formed in squadron and started eastward. I was in the port turret, and I saw the masts and rigging of the other vessels. The Vixen was on the port bow, and I saw the masts and rigging of the other vessels."

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position and while the turret was being passed down the starboard gangway, being 'Sharp on the starboard quarter, and I accordingly trained the turret around and picked the Spanish up on our starboard quarter. The turret then had a constant strain of the turret until we had the Spanish ships about abeam."

"What do you mean, exactly, when you said the vessel turned the starboard helm?"

"She was then turning with a starboard helm because that is the reason we lost sight of the Spanish ships."

"How did you come to enter in the ship's log that the vessel turned with a starboard helm? Do you recognize that log (handing him the log of the Brooklyn)?"

"I do not, sir."

"Turning of the Port Helm. The witness, in response to a question, read to the court the portion of the log book which relates to the turning of the port helm, as follows:

"At 9:30, went to quarters for muster inspection. The Spanish squadron was noticed coming out of the harbor. The leading ship, the Maria Theresa, flagship, opened fire at once. This ship (the Brooklyn) and the other vessels, namely, Texas, Oregon, Indiana, Iowa, Vixen and Gloucester, engaged the enemy at once. The enemy stood towards us at first, then port helm appeared and the enemy stood to the westward. We engaged with port battery at first, standing in for the Maria Theresa, the Colon and the Vizcaya, all three of which we engaged, but just as soon as the enemy stood to the westward, port helm to port, swinging (a little interline here) clear of the fire of the Texas so as to bring the starboard battery to bear and stood parallel to the enemy."

The witness then stated that the original entry in the log had made it appear that the helm was put to starboard instead of port, as it appears in a printed copy of the log. He said, he had been made July 5, two days after the action. Asked why he changed it, Mr. Doyle said:

"I changed it after I had had a discussion with Sharp. I had been under the impression, as I have stated, that we had turned with a starboard helm. Sharp was aboard the Brooklyn on July 5 to luncheon with me, and he had a discussion with him that day on that subject. I think that is the time I changed it."

"Do you know whether the Navigator had then signed the log as correct?"

"I do not, sir."

"Why were the interlined words put in?"

"They were put in, I think, in fact, I know, at the suggestion of some person, probably the Navigator. They were put in evidently after the log was written up, because they are interlined."

"About how was the ship heading at that time—within the quadrant of a circle northward to westward, northward to eastward?"

Movements of the Brooklyn. "We were headed at the beginning of the battle inshore; that is to say, the head of our ship was probably about north, and as soon as the Spanish ships came out I got on top to have a general view of the ship, then moving ahead and turning with port helm, because the Spanish ships were a little on our starboard bow, but we were making the port battery and started to swing fire and brought the port battery into action. Now then, we must have continued around there, as I know now, but when I was in the turret, I saw the Spanish ships coming out and I got on top to have a general view of the ship, then moving ahead and turning with port helm, because the Spanish ships were a little on our starboard bow."

"The effect, then, of putting the helm apart, omitting the interlined words, in order to bring the starboard battery to bear would be to send the vessel through more than 180 degrees, would it not, in turning?"

"Certainly, yes; we were headed about north, but that would mean more than 180 degrees."

"The cheaper way would have been to put the helm to starboard, would it not?"

"I am not prepared to say that. It would have been a general view of the ship, then moving ahead and turning with port helm, because the Spanish ships were a little on our starboard bow."

"How far were they from you at that time?"

"When we took them up on the starboard quarter, after we made part of the turn, as I remember the range, it was 1400 yards."

"How do you verify that range?"

"I have no way of verifying that. We had to take the range given to us."

"What I mean by verifying is as to whether or not shots were fired at that range, and how they were used?"

"I did not fire one shot. I fired at that range; I fired one, I know."

Mr. Raynor then took the witness and asked him if it were not true that the Vixen was on the starboard bow of the Brooklyn on the part of the witness and no desire on the part of anybody to falsify the facts.

"Absolutely," was the response.

"The word 'error,' continued Mr. Raynor, 'occurred, as I understand you to say, in this way: That during the action you could not see on account of the smoke, and that the ship going with starboard helm was so entered.'"

"Yes," was the reply. "We lost track of the enemy in the first instance with the port battery by our own bow shutting them out and by not seeing that at that time we must have had our helm a little to starboard or that the enemy was going with starboard helm."

"And then, when you learned you had been on the starboard bow, did you change?"

"I changed the entry, and I think if you had the rough copy here you would find it was changed in my own handwriting."

Testimony for Schley.

Mr. Raynor then stated to the court that it was his desire to call Lieutenant Doyle as a witness for Admiral Schley. To this the court assented, and Mr. Raynor asked the witness a series of questions calculated to bring out a brief history of the Brooklyn's part in the Santiago campaign, and a full statement of his observations while an officer on board that vessel.

Mr. Doyle said in response to these questions that while at Key West, which port the Brooklyn had left on the morning of the flying squadron, May 18, 1898, he had heard nothing of the Spanish fleet, nor had he been informed of a secret code of signals arranged by Captain McCalla for communicating with the Cuban insurgents.

Relating the particulars of the blockade off Cienfuegos by the flying squadron from May 21 to 24, Lieutenant Doyle said he recalled the arrival of the Vixen and the Dupont off Cienfuegos on May 22, of the Hawk on the 23d, and of the Marblehead on the 24th. He said that he had observed the light which looked like bonfires on the shore each night that the squadron lay off Cienfuegos, but that neither he nor any one else on board, so far as he knew, understood their purpose.

He also told of a reconnaissance of the harbor at Cienfuegos the evening of May 22, of the conversation with the officers of the British ship Adula, and of the arrival of the Marblehead and the departure of the entire squadron for Santiago after the last named vessel had communicated with the Cubans ashore.

The Start for Santiago. Then he said, on the night of the 24th, the ships formed in squadron and started eastward. I was in the port turret, and I saw the masts and rigging of the other vessels. The Vixen was on the port bow, and I saw the masts and rigging of the other vessels."

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ALL THROUGH THE SYSTEM

Catarrh Spreads Like a Malignant Poison.

PE-RU-NA CURES THESE CASES

John J. Lane, Grand Keeper of Records, of the Grand Commandery of the New York, United Order of the Golden Cross, writes from 233 W. Thirtieth St., New York City, as follows:

"It is but rendering unto Caesar the things that belong unto Caesar to place Peruna at the head of the medicines known to the profession in cases of catarrh of the system. I have been cured myself through the use of only two bottles, so that for four years I have enjoyed perfect health, and during that time I have known of over a hundred who have been cured through the use of this grand medicine. I have known of it being used in cases of Bright's disease and other urinary troubles, for indigestion, and especially for summer colds, and always with best results."

John J. Lane, Grand Keeper of Records, of the Grand Commandery of the New York, United Order of the Golden Cross, writes from 233 W. Thirtieth St., New York City, as follows:

"I can commend your great national catarrh cure, Peruna, to my friends throughout the country as a safe, reliable medicine. I know of no other tonic that will build a person up as well as Peruna. It is a positive cure for the universal disease, catarrh, and those who will try this remarkable medicine will find a sure cure."

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