ed to get all information.

Spanish ships were going there or whether

"Oh, no. Their appearing at the time they did and remaining so long made this

certain, but we could not determine from whom or to whom they were sent."

Arrival of Iowa and Dupont.

Mr. Hanna questioned the witness con-

cerning the arrival of the Iowa and Du-

pont off Cienfuegos. Captain Cook said they had brought dispatches and he had

gathered from conversation with Com-modore Schley after their receipt that it was the idea both of Sampson and Schley that they should have to hold Cienfuegos. He did not, he said, recall the receipt of the McCalla memorandum conveying a landing place near Clerine.

conveying a landing place near Clenfue-gos. After reading the dispatch he said; "I never saw or heard of it. It may have been received but if I had seen it I cer-

tainly would remember it."

In this connection he said that while he was not formally appointed as chief-of-

staff to Commodore Schley he had often acted in that capacity and the Commo-dore had, he said, always communicated

very freely with him.
Mr. Hanna-Were you present at any

interview between Captain McCalla and

"I was in consultation."
"Briefly and exactly as you can give it,
what occurred?"
"We talked on various subjects at first.

I think Captain McCalla informed him he had mining materials for the insur-

gents and that he was going to communi-cate with the insurgent camp. We

brought up the question about the camp and where it was, and then the Com-modore said to him: 'We have seen three

peculiar lights, one ahead of the other, here, but we cannot make out what they are, and I believe it is something in con-

nection with the Spanish fleet.' Captain McCalla gave a start, threw up his hands

and said: "That is the insurgents from the insurgent camp. They want to com-municate with you," and added: 'Well, I

can get there and find out at once.' The Commodore told him to go, to get off as soon as possible, and added: 'You can

send a boat across and let me know as soon as possible.

Adula With News of Fleet

reported that the Spanish fleet had gone into Santiago, and had left on the 19th,

I recollect that particularly, because that seemed to confirm the Commodore's idea

that they had reached Clenfuegos. It was

a suspicious craft. They did not give any clear reason for going in except they

wanted to communicate with their sub

jects, and in my conversation with the

Commodore my impressions were that he

Not understanding the matter and not

knowing exactly his object, I said something to him about letting the steamer go

in. He said: 'I don't care anything about

that steamer, but I am bound to get in-

formation from her. If the captain does

not give it, I will certainly get it out of some of the passengers.'

"It was arranged that when she came out an officer should go aboard and ques-tion the passengers and get information from them. The MA Part of the should be a superior of the should be a should be a superior of the should be

from them. She did not come out. That confirmed him still more that they were there. Then the Eagle came down in the

evening and reported that they had com

municated with the insurgent camp and

that the Spanish squadron was not in

Clenfuegos."
"That information was given in posi-

"Positive," Captain Cook said he recalled the arri-

val of the dispatch-boat Hawk, on May 24, with dispatches. He was told that the

information was to the effect that the

said, "I was not especially impressed with

that fact, as I had heard it before."

He was, however, told that this infor-

mation was more positive than any which had yet been brought. The Commodore, he said, had told him that the Hawk had

brought orders to the effect that the

squadron should proceed to Santiago if he (the Commodore) was satisfied that the

Spanlards were not at Clenfuegos, but, he said, Commodore Schley had said. "I am not satisfied that they are not here.

I still believe they are here."
"If satisfied that the Spaniards were

at Cienfuegos, why did you leave there?

from the insurgents on shore."

Spaniards were not there?"

"Entirely.

asked Mr. Hanna. "Because of Captain McCalla's report

Why the Squadron Left.

"That, then, made it clear that the

Describing the departure of the flying squadron for Santiago, the witness said that it was made after dark in order to

conceal its intentions, and that the lights were darkened for the same purpose. The

run on the night of the 24th was, he said,

moderated, but there was a long and nas

Commodore desiring to keep the fleet in-

tact, as it was in column formation. There

was then, he said, considerable talk on the part of the Commodore concerning

the coal supply, he feeling that if the

then present expenditure was to continue,

it would not last long. He was still especially concerned about the Texas, and had said to him (Captain Cook) that "we

must keep the ships in fighting trim.

over the case, looking for a place fit for

coaling. Finally, he said, they had hit upon Gonaives Bay, and had decided to

lay a course for that point, "The idea,"

order to accommodate the Eagle,

The next day the weather was equally

Spanish fleet was in Santiago, "but,"

tive form, was it?"

looked upon that as entirely suspicious

"In the meantime, closely connected

Then the subject of the great diffi-

the Commodore?

what were they?'

at that time."

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sey's, Scribner's or other leading magazine. THE AEOLIAN COMPANY

M. B. WELLS, Sole Northwest Agent, Acolian Hall, 353-355 Washington St.

Taxes on John Sherman's Estate. MANSFIELD, O., Oct. 14.-Charles W. Fritz, Auditor of Richiand County, has this morning placed on the tax duplicate against W. S. fiercely in Kerr and M. M. Parker, as executors of the estate of the late Senator John Sherman, \$262,825, on back taxes. The amount is said to cover bonds on which no return was made. Treasurer Brumfield will likely bring suit to collect the amount.

Bad Fire at Beaumont.

W. BEAUMONT, Tex., Oct. 15.—At 12:20 has this morning fire was discovered burning

COLDSEAL Government Rests Its Case in the Court of Inquiry.

ADMIRAL CALLS CUBAN PILOT

Captain Cook, Who Commanded the Brooklyn, Reviewed Entire Campaign-Thought of a Collision Never Entered His Head.

WASHINGTON, Oct. 14.—Today, in the Schley court of inquiry, Judge-Advocate Lemly concluded presentation of testimony for the Government, and the first mony for the Government, and the first of Admiral Schley's witnesses was in-troduced. Captain Francis A Cook, who commanded Admiral, then Commo-dore, Schley's flagship, the Brooklyn, during the Santiago campaign, and who acted, though unofficially, in the capacity of chief-of-staff for the commodore, was on the witness stand the greater part of the day. He was followed by Lieutenant-Commander Fullham, who was senior officer on the New Orleans during the Spanish War, and ex-Lleutenant Joseph Beals, who, as an officer of the Har-vard, translated the cipher dispatches between Commodore Schley and the Navy Department carried by that vessel. Among those dispatches was that sent by Commodore Schley on May 28, expressing regret at not having been able to obey the orders of the department, and explaining the reason why he could not do so. There are some verbal dis-crepancies between the original draft of this dispatch and the official print of it, and these Mr. Beals explained.

Lieutenant Beals was the last of the

Government witnesses, although Captain Lemly explained that he would reserve the right to call others if occasion should demand that he do so. He had no sooner retired than the first witness for Ad-miral Schiey was called. This proved to be the Cuban pilot, Eduardo Nunez, who told Schley on May 26, 1898, that he did not believe the Spanish fleet under Cer-

vera was in the harbor at Santiago, Captain Cook's testimony was a review of the entire campaign after Cervera's fleet, beginning with the departure of the flying squadron from Key West on May 19, and concluding with the battle off Santiago on July 3. He said that at first it had been believed by both Sampson and Schley that the Spanish fleet was in the harbor at Clearity or the said that it is the said that the Spanish fleet was in the harbor at Cienfuegos, and no in-formation to the contrary had been conyeyed to Commodore Schley until the arrival of Captain McCaila on May 24; that it was Commodore Schley's expecta-tion to meet the Spaniards in the open sea, and his constant care was to have coal enough for such an emergency. He coal enough for such an emergency. He save particulars concerning the retrograde movement, and explained the Brooklyn's loop in connection with a graphic account of the engagement of July 2. Asked for an opinion as to Admiral Schley's bearing as a commanding officer, he said: "I always regarded him as an enthusiastically brave and patriotic officer." His appearance on the stand created considerable interest, and his testimony was listened to attentively. timony was listened to attentively,

Witnesses Recalled.

The first of the witnesses recalled for the correction of testimony was Lieuten-ant-Commander Staunton, formerly of the New York, who made an addition to his statement as to the first news he re-ceived from Captain Allen, at Key West, on May 20, concerning the presence of the Spanish fleet at Santiago. The addition

"The information obtained at that time from Captain Allen and reported to the commander-in-chief some time near noon was not considered sufficient at that time to cause a change in the plan that had al-ready been adopted."

Captain F. E. Chadwick also returned to

the stand for the purpose of correcting his former evidence. After previous witnesses had corrected their testimony Captain Cook was called. He was ques-tioned by Mr. Hanna. He said he had been at Key West on May 19.

"What information did you have at that time concerning the whereabouts of Cervera's fleet?" asked Mr. Hanna.
"My impressions now are simply from

rumors, that they had left the Canary Isands and a part of them had been sighted at Martinique and from Consular information sent by the Harvard, that they had gone to Curacoa. That is all from

Giving the reasons for the departure of the flying squadron for Cienfuegos, Captain Cook said the squadron had been sent to that port "to intercept and meet the Spanish squadron, it having been deter-mined, as we believed at that time, by them to make Cienfuegos their objective point." He had understood that the Spanish fleet carried munitions of war for Havana, and it was believed that they would go to Cienfuegos, because of its

accessibility to Havana. Captain Cook detailed a conversation between Commodore Schley and Captain Chester while the squadron was en route to Clenfuegos. He said there had been talk between them about coaling on the

southern coast of Cuba,
"The only thing I recollect," he said, "was that Commodore Schley questioned Captain Chester very closely as to the facilities for coaling ships on the south "Do you know what information was re-

"I think they consulted a chart at the time, and something was said about Cape I recollect afterward looking at the chart there, and it did not seem to be a favorable place. I know the subject of coaling was early considered, even before

leaving Key West." Admiral Dewey-Was your answer that Cape Cruz did or did not look a favorable place. I did not quite understand that?
"I said I recollect very well my impressions at that time were that Cape did not seem a favorable place for coaling ships from colliers."

Mr. Hanna-Perhaps the court would like to hear why you thought so.
"I could not well see how the larger ships could get far enough in there so that the water would be smooth enough for the colliers to go alongside and coal

ships." When the Marblehend Was Met.

Captain Cook recalled the meeting of the Marblehead with the flying squadron en route to Cienfuegos, but could recall only very indistinctly the fact that the Scorpion had delivered to the Brooklyn any information from the Eagle at that time. "I did not receive any information," he said. "and did not consider the incident important."

Captain Cook said that upon arriving off Cienfuegos the morning of May 22, a blockade was immediately established, as the firing of guns was heard, and it was believed that Cervera had arrived and a

fete in honor of his appearance was on. "Earthworks were seen but they were not fired upon, because it was considered desirable not to expend ammunition un-

necessarily.

"I think between that time and the arrival of the Adula it was presumed that the whole beach was occupied," he said.
"We saw cavairy and other soldiers on the beach. The possibility of a boat landing was talked over. The idea was that No Change in the Head of the Commerce Committee.

mg was taked over. The nea was that we would have to go in pretty well to the westward at night. I may have had some conversation with the Commodore about it, but I do not recollect. On the arrival of the Adula we fully expect-MAINE SENATOR ON CANAL "Did you see any signal lights on shore while you were there?" "Yes, the first thing after we arrived

"Where were those signal lights, and He Thinks Congress Will Take Some "I judged them to have been about six or seven miles to the westward, three lights, one ahead of the other, very dis-Action on the Micaragua Treaty -Characterizes Opposition to Measure as Absurd. tinct. There was some discussion on the ship whether these were signals that the

they were already there. But of one thing I am very positive, that the Commo-dore was satisfied he had them in there WASHINGTON, Oct. 14.—Senator Frye says he will introduce the subsidy bill, "There could be no doubt whatever from the arrangements of those lights that they were intended as signals?"

FRYE WILL REMAIN server of Tutulia. In case it court found necessary to order a naval court for the trial of Captain Tilley, Admiral Evans will be appointed president of the court. The remainder of the detail fol-

Captains Cooper, Glass, Thomas, Merry, Reiter and Harrington, U. S. M. C., with Captain Myer, U. S. M. C., as Judge-Advocate. These officers will sail on the Solace from San Francisco.

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ditions With Officials.

D. Wright upon the subject. Representative Overstreet, of Indiana

who is much interested in the enactment of a law which will make sliver ex-changeable with gold, believing, he says, that such a law would forever end the "battle of standards," talked with President Roosevelt today upon that subject. Among others who saw the President tosays he will introduce the subsidy bill, ady was Senator Frye, of Maine, who modified, if possible, to meet objections which were raised against it last Winter. has prepared a new bill, but says he will

President Talks of Immigration Con-

WASHINGTON, Oct. 14.—President Roosevelt is devoting much time to in-vestigating immigration conditions, and today consulted Assistant Secretary Tay-lor and Commissioner of Labor Carroll

********************************* WITNESS BEFORE THE SCHLEY COURT



CAPTAIN FRANCIS A. COOK.

Captain Cook was Commander of the flagship Brooklyn, and also Admiral Schley's Chief-of-Staff during the Spanish war. He was called by the Navy Department, but, as he is on Admiral Schley's list, he was considered a witness for both sides. His testimony was among the most interesting thus far intro-

"Then the subject of the great diffi-culty we were going to have in coaling from colliers came up, and Captain McCalla said: 'You need not be at all concerned about me, I will get coal if there is any coal to be obtained.' He was always cheerful about everything. He started from the ship almost immedi-ately, and said, 'I must get off.' Frye will remain at the head of the commerce committee to press the bill before with that, was the arrival of the Adula. This steamer came in from Jamaica, and the Senate. Of the Nicaragua Canal, he

"I think Congress will do something about the Nicaragua Canal in the coming sessions, if the newspapers correctly state the nature of the treaty which is to be presented to the Senate. I fail to see how any Senator can object to it, I, myself, was in favor of the old Hay-Paunce fote treaty, and regard the objection made to that as absurd. I never believed in a canal which was not neutral. The dea of fortifying such a highway, to me, was always absurd, and the privilege to do it is of no value whatever. The right to close it in time of war against any nation hostile to us seemed to me equally absurd. No nation would dare to put he 14,000,000 or \$5,000,000 cruisers into a canal if she was at war with us, and nothing would delight us more than for them to be in there. I think all the objections to that old treaty were sentimental." This statement is in direct conflict with the Lodge-Davis idea in the last Senate.

ELECTRCUTION OF CZOLGOSZ

Government Will Be Asked to Have an ficial Representative.

AUBURN, N. Y., Oct. 14 .- Cornelius V. Collins, superintendent of the Auburn State Prison, will send a request to Sec-retary of State Hay to designate an official representative of the Government to be present at the electrocution of Czol-gosz, the murderer of President McKinley. Only 25 witnesses will be present in the chamber of death when the sen-tence is executed. It was stated at the department of prisons today that reports that Czolgosz is in a continuous state of collapse, and that he breaks down and weeps every time anything is said to him concerning the electrocution, are false, Superintendent Collins had a talk with the condemned man some days ago. Czolgosz expressed no fear as to the electrocution, but said he would not care

to go outside of the prison, for he be-lieved the people would kill him. Since his confinement in Auburn several thousand letters have been received for him at the prison, as well as a large number of express packages containing flowers and fruit. The letters, flowers and fruit have never reached the con-demned man. The flowers and fruit, it is learned, have been sent by Christian Scientists, as have a number of letters consoling him in his last moments. Other letters have come from cranks who have written about the species of torture to which they would put him if they had the execution of justice in his case,

WISCONSIN SAILS.

and stormy, with a sea which was mod-erate to rough. On the 26th, the weather Battle-Ship Leaves for Samar Under Sealed Orders. ty sea, with the ships rolling a good deal. They had been compelled to slow up in

SEATTLE, Oct. 14.-The United States battle-ship Wisconsin sailed under sealed naval orders for Samoa by way of Honolulu today. She left the Puget Sound navy-yard, where she recently underwent extensive repairs and an overhauling, dur-

Admiral Evans to Preside Over Court Robley D. Evans left here this afternoon for San Francisco, where he will ac-company Rear-Admiral Casey, command-Casey is charged with the investigation acter of Captain B. F. Tilley, Naval Gov- till October 19.

not give it out until it is introduced at the coming session. President Gompers, of the American

Federation of Labor, introduced to the President Santiago Inglesias, who is going to Porto Rico as the representative of the American Federation of Labor to organize the working people of the island into trades unions. The President told Mr. Gompers he believed in the National organization of laboring men, and that every right of Senor Inglesias would be Chief Justice Fuller and the Associate

Justices of the Supreme Court visited the White House in a body at 1 o'clock to pay their respects to the President. Remey and Kempff Leave Che Foo.

WASHINGTON, Oct. 14.- The Navy Department has been informed of the departure of Admiral Remey, on the Brooklyn, and Admiral Kempff, on the Kentucky, from Che Foo, today, bound for Chemulpo, Corea, and Woo Sueg, China, respectively.

Naval Appointments. WASHINGTON, Oct. 14,-The President coday made the following appointments in

the Navy: Frank Miles, Rear-Admiral; John E. Craven, Lieutenant-Commander,

CASTRO WANTS PEACE.

LA GAUYRA, Venezuela, Oct. 14.-Gen

Venezuela, However, Can Take No More Steps to This End.

eral Castro, President of Venezuela, made the following statement today regarding the Venezuelan-Colombian situation to a representative of the Associated Press: "I earnestly desire peace between Co-ombia and Venezuela, and I consider that by reason of the Venezuelan memor andum and our requests, communicated diplomatically through Dr. Rico, Colombian Minister to Venezuela, for an ex-planation of the invasion of Tachira, in July, by Colombian troops, Venezuela has taken the first step toward a peaceful settlement. It would be against the national dignity and honor of Venezuela to take any further step in this direction until an explanatory answer has been received. The invasion of Tachira was th first openly aggressive act in the trouble. It was the act of Colombia, and, therefore, she should follow up our initiative

toward a peaceful settlement. "While awaiting Colombia's answer w most decidely cannot directly or indirectly approach Colombia again in a conciliatory manner. Meanwhile we shall continue to guard out frontier against invasion. Colombia does not answer, difficulties will doubtless arise. With two lines of armed men face to face on the frontier this is to be expected. As for the present in-cipient revolution in Venezuela, I shall crush it so severely that there will never be another in the country. Already 1 have imprisoned many Nationalists, and I shall continue to imprison them. Within two months the movement against me will be crushed."

Flags at Half-Mast Until Saturday. WASHINGTON, Oct. 14.- The flags on the White House and other executive WASHINGTON, Oct. 14.—Rear-Admiral departments were still at half-mast to-Robley D. Evanş left here this afternoon day, although 30 days have elapsed since for San Francisco, where he will acdent Roosevelt has decided that the 30 days did not begin until the day of the ing the Pacific Station, on the flagship days did not begin until the day of the Wisconsin to Tutulla, Samoa. Admiral funeral at Canton, which was September 19, and the flags on all public buildings, military posts, consular and diplomatic of certain allegations made by mission-aries in Samoa against the moral char-bulldings will be kept at half mast un-

Railway Project for Bohemia Mining District.

MAY ALSO BRING A SMELTER

Capital for Road Secured and Surveyors Will Take the Field This Week - Extensive Development Promised.

President P. J. Jennings, of the Helena and the Musick Mining & Milling Companies of the Bohemia district, announces that arrangements have been completed for building a railroad from Cottage Grove, southeasterly, a distance of 35 miles through a region of heavy timber to the Bohemia mines. It is expected that construction work will be commenced this Fall and that about half the track will be laid before Spring. Connected with this, though not yet wholly arranged for, is the project of building a smelter, either at Portland or in the Bo-hemia mining district. The smelter enterprise is expected to follow the com-pletion of the railroad and it is deemed probable that both will be in operation

"We have gone so far," said Mr. Jennings yesterday, "that the rest of the work is easy. We have \$50,000 assured for the railroad, largely on the basis of the mineral richness of the district as shown by developments already made. Capital is eager to build an adequate amelter, but there would be no use for the smelter without the railroad, so the road is to go first. This is the natural order. I have not a doubt that the smelter will be provided when we are ready for it, The field is too important to be neglected and the problem of ore, fuel and fluxes practically solves itself here."

The money for the raffroad enterprise

will be supplied by Eastern capitalists.
Incorporation articles will soon be filed, but in the meantime President Jennings has been authorized to go ahead with the survey, in order that no time be lost. A reconnelssance of the country was made several months ago and the general course of the road was selected. Now the more accurate location is to be de-termined. Russell Kimball, of Red Lodge. Mont, one of the two engineers who will have charge of the work, has already ar-rived, and Engineer A. B. Wood, of Tacome, the other partner in the survey, will arrive in Portland Wednesday. They will start for Cottage Grove with a crew Thursday morning, and will immediately take the field. The formal acts of organtake the field. The formal acts of organ-izing the corporation will proceed more leisurely. It is not yet disclosed who is providing the money for this improvement. Professor James P. Kimball, an eminent chemist, economical geologist and mining engineer, who was director of the United States mint in Cleveland's first adminis-tration, is in Portland, and will go in to the Bohemia mines. He is consulting enthe Bohemin mines. He is consulting engineer for the consolidated Helena and Musick properties. He is the man sent out by Henry Willard to make an examin-ation of those mines a year ago, but his report, though in all respects favorable, did the district no good at the time, as was completed. But Professor is associated with heavy financial interests in New York, as well as being an independent engineer, and his presence here is taken as evidence that large de-velopment operations for that district are beginning. Thus far only the ores that contained free milling gold have been worked, and even with this limitation the mines have been profitable. But the ores of Bohemia are smelting ores, and for want of transportation some of the best want of transportation some of the dest-mines in the camp have been compelled to remain life. The ares contain a high per cent of lead, copper gold and silver. It is promised that the Bohemia camp, when the proposed milroad shall have been completed, will surpass the cele-brated Couer d'Alene district.

Mr. Lennings vesterday received a let-

Mr. Jennings yesterday received a letter from the superintendent of the Helena-mine announcing that a new strike of very rich ore had been made. The ledge s five feet wide and it arrays as high as \$102 in gold. A box filled with specimens of the ore from the strike was also re-ceived, and they are as fine as could be desired. The 10-stamp mill on the is running night and day, and making handsome returns. This mine is one of the few that have paid,

The property known as "Whitewings," (Concluded on Fifth Page.)

SUMMARY OF THE DAY'S NEWS. Schley Court of Inquiry.

Government called its last witness. Page L. Admiral Schley's first witness was Cubun pilot, Page I. Saptain Cook reviewed the entire campaign.

Page 1. General. Senator Frye will remain at the head of the commerce committee. Page 1. Cuban election law will be promulgated today,

Cudahy withdraws the reward of \$25,000 he offered for the abductors of his son. Page 3. Foreign. To save Miss Stone, troops did not surround brigands. Page 2.

England orders 29,000 soldiers to be in readiness to proceed on active service. Page 2. Pacific Const. Palouse farmers are selling wheat readily at the local price of 40 cents. Page 4.

House of Deputies of the Episcopulian Convention at San Francisco regulates re riage after divorce. Page 5. Oregon Supreme Court will take up the pri-mary election law October 31. Page 4.

Commercial and Marine, peculative interests strengthening New York stock market. Page 11. Longshoremen's Union seeking recognition in

Portland. Page 10. Steamship Albert and British ship Lady Isabella arrive for wheat. Page 10. Steamship Sutherland sails for the Orient with flour and lumber. Page 16. Wrecked steamship Hating may be saved.

Page 10. Portland and Vicinity.

Surveys ordered for ratiroad from Cottage Grove into the Bohemia mines, Page 1. Port of Portland decides on 30-inch dredge, to cost \$165,000. Page 8. Conditions of Oregon's fruit industry steadily improving. Page 8. About one-fourth of Gregor's exhibit at Buf-falo will be taken to Charleston. Page 12.

Circuit Court decides that there is no appeal

in city cases. Page 12. Twelve new policemen added to the Portland force. Page 12.

Sudden death of Thomas J. Cottle, former resident of Portland, Page 12. Grand Lodge, Knights of Pythias, meets to-

day. Page 10.

(Concluded on Third Page.)