SCHLEY WAS UNDER FIRE

ADMIRAL WAS GIVEN A THOROUGH CROSS-EXAMINATION.

After Schley Concludes Today Two More Witnesses Will Be Called in His Behnlf.

(Continued from First Page.) ically that the Brooklyn did not run south

and any statement to the contrary is a The witness stated in reply to a ques tion from Mr. Raynor that when he started to the westward from Santiago he left

the St. Paul at the latter place.

Admiral Schley then told of how his papers were boxed up by his secretary for tratemission to the Navy Department as the regulations require. He turned the box over to the department about February 6. He estimated that this box contained all his papers except the document he had turned over to the court, namely a copy of the No. 7 dispatch.

Hits Scored by the Brooklyn. The Admiral then, by permission of the court, reverted to his narrative of Friday and spoke of the hits on the Spanish squadron. The Brooklyn, he testified, was the only ship carrying five-inch guns. A record of the hits received by the enemy showed that 36 per cent of the hits scored by the American ficet came from those guns on the Brooklyn. The Brook-lyn received 30 of the 42 hits from the

Spanish fleet, or about 70 per cent.
With this statement Admiral Schley concluded his direct testimony, and the Judge-Advocate then began the cross-examination. Admiral Schley was asked first about the consultation with the commanders at Hampton Roads before the flying squadron sailed to the southward. In reply Admiral Schley said that Captains Higginson, Jewell, Sands, Cook and Marix were present. He explained that they had discussed the order of battle in case the Spanish fleet was met

"Was there any other consultation with "Yes, off Santiago, for the purpose of explaining the formation of the blockade and the method of attack in case we met the Spanish fleet."

Was there any prescribed order of battle in writing?" "I did not consider it necessary. We ould fight the ships by signal." "Was there time to place the order of

battle in writing?"
"Yes. I do not think the regulations

provide that the order of battle shall be reduced to writing." Captain Lemiy then took up the ques tion of naval regulations and asked the

witness if he was familiar with them. "Yes," responded Admiral Schley, Captain Lemly then read a number of articles of the regulations, in each case asking the witness if he had compiled with the terms of the paragraph.

The first paragraph was No. 287, and

requires the commander-in-chief, when preparing his fiest or squadron to meet the enemy, to communicate his general orders, instructions, private signals and other information such as will enable each so far as possible to understand his duty when in action and at all other

"I think I complied with that," replied "How and in what manner?" asked Cap-

tain Lemly.
"By issuing general orders for the organization of the squadron, their instruc-tions and their private signals."
The next article was as follows:
"Article 265-He shall, if possible, be-

fore going into action, communicate to the juniors in command his private sig-nels and other information that will ma-terially assist them if called upon to ex-

ercise command."

"That I do not remember to have com-plied with " said the witness."

Captain Lemity then read article 771, which provides that the commander-in-chief shall, if possible, before going into action, supply every Captain with a plan showing thereon the position

Complied With the Article. "Yes," replied the witness, in reply to Captain Lemiy's question, if he had compiled with that article. "I do not underried out when a commander-in-chief decides to place his crews in the order of battle and inform each what he proposes

"Do you think, Admiral, that you can ply every Captain with e plan of bat-and do that at an oral conference?" asked Captain Lemby

"I do not think it is absolutely neces-sary," replied the witness. "There are instances where battles have been fought without doing that. Any plan of battle that might be originated is subjected to a change. I have never known a battle that was ever fought on the pian originally chosen by the commander-in-chief." Mr. Raynor-Do any of the regulations

use the word "written"?

Captain Lemly-De you think you could supply the Captains with a plan of bat-tle without writing them? Mr. Raynor-I could not, but I know the

Continuing his examination, Captain

Lemly asked:
"When, at 9:45 A. M., May 20, you sight. ed a man-of-war, as shown by the Brook-lyn's log, and cleared for action, what orders had been issued in conformity with the provisions of the regulations?"
"I should not think any instructions

would be necessary for a fleet meeting a single vessel, except to smash her up. Captain Lemly—Could you tell absolute ly there was only a single vessel, although you sighted but one! As I only saw one smoke I presumed,

of course, there was but one vessel." Captain Lemly-As a matter of fact there was more than one vessel?" There were two vessels; that was de-

Others might have been developed in the same way?"
"If they had I should have pitied them.
If they had been separated they would
have permitted themselves to be knocked

The Judge-Advocate then asked the witness whether between the dates to which

the court had restricted the examination, he had, according to article 271 of the regulations furnished each Captain with

"Verbally, yes."
"But not in writing?" "I did not think the regulations re-Did you communicate to your Captains

your confidential instructions from Admiral Sampson not to expose your ships to land batteries before the destruction of

the Spanish fleet?"
"I did not because I regarded them as

The Judge-Advocate then questioned Admiral Schley as to the identity of the Cu. bans who had informed him at Hampton Roads that the portion of the Island of Cuba west of Havana and Cienfuegos was wall held by the Spanish soldiers. He replied that he could not give the names, that they were Cubans who had come to him as commander of the flying squad-

He was then closely questioned as to who was present in the cable of the New York at Key West when he talked over the campaign with Admiral Sampson, Admiral Schley replied that Captain Chad-wick had been present part of the time, "When was this?"

"Did Admiral Sampson exhibit to you any or all the instructions he had from the Navy Department?"

He simply spoke of his confiden tial instructions from the Secretary of

Meeting With Sampson.

Admiral Schley said he and Admiral Sampson had talked of many things. It was rather a long conference, and he reliterated that he could not recall whether action."

Captain Chadwick was present all the time. The Judge-Advocate then jumped to the communication from the Marble-head, conveyed to Schley through the Eagle while the flying squadron was on its way to Clenfuegos. The Admiral said that the message he received was that there was no news of the Spanish fleet. The Judge-Advocate then asked if he regarded as expeditious the journey of the squadron from Key West to Clenfuegos, in view of the instruction to estab-lish the blockade there with as little de-lay as possible. Cruising as he was in

squadron against a current, Admiral Schley replied that he did.

The Judge-Advocate then asked about the speed from Charleston to Key West, to show that the speed from Key West southward was not so great. He asked why at one stage the Admiral had sig-naled to the Massachusetts that if she could make 10 knots it would be sufficient, the Admiral splying that after three years it was pretty difficult to tell just why a particular signal had been made when there was nothing startling to fix it. "Your speed was two knots less from Key West to Clenfuegos than from

Charleston to Key West.' "Apparently,"
"Why, at 2:45 P. M., May 21, according to the log, did you slow to 4% knots?"
"I think it was on account of the fire on board the Scorpion."

"Why did you stop at midnight, May 21, before your arrival at Clenfuegos?" were 10 or 12 miles from the height in the land where the mouth of the harbor of Cienfuegos was, and we stopped until daylight. I did not care to

arrive there in the dark."

Admiral Schley was asked why he did ot personally communicate with Captain McCalla when he met the Marblehead on the way down. He replied that he the auxiliary coming down from the Marblehead to communicate with him. It was Captain McCalla's duty, if he posessed any important information, to com-

unicate it.
"Was it the duty of the senior officers to call for a report or the junior's duty to volunteer it?"

The junior officer invariably volunteers uch information."
"Did Captain Chester inform you that Captain McCalla, who came aboard the Cincinnati, had lately been at Cienfuegos communication with the insurgents?

The witness said he had had no conversation with Capiain Chester about the methods of blockade. The conversation dealt rather with the habits and usages of the blockade.

"Did you learn from Captain Chester or Captain McCalla that several gunboats were reported at Clenfuegos?" "I heard that in Key West. It was the

eneral report there."
"What official information and instructions did you get at Key West from the commander-in-chief?" asked Captain "His orders, of course, to proceed, and

conversation I have detailed with The witness said he thought he could tell why the department issued its orders regarding the protection of ships from land batteries, when Captain Lemly ob-jected. The court decided it did not care

for this. The witness said he was on board the New York, as well as he could remember, at that time, from half to three-quarters of an hour. Mr. Hanna then read two dispatches from the department, dated Washington, May 16, regarding the reported presence of the Spanish fleet near Curacao, Captain Lemly asked the wit-ness if he was familiar with these dis-patches, when he had his conversation with Admiral Sampson,

"Admiral Sampson merely mentioned them to me," replied the witness, "I had not seen them."

Naval Regulations Again

At this point, Mr. Raynor, addressing himself to Captain Lemly, said he did not want to object to this line of testimony, but there was no specification which called for it. "I wish to submit to the Judge-Advocate, as well as to the court." he said, "that here is a section of the naval regulations which says: 'He shall, if possible, before going into action, supply every Captain with a plan of battle, and assign thereon the position each shall occupy. There is no specification here that he has disobeyed any regulation of the Navy. I am confident that if he had disobeyed them, they would have been disobeyed them, they would have been ton."

"Was there anything in dispatches Nos."

"Was there anything in dispatches Nos." that he has disobeyed any regulation of ten' instruction in any of them. I sup pose there must be some discretion left to a man in command of a fleet. Admiral Schley could not supply a plan of battle at Key West or Cienfuegos that took place before Santiago. When was the time to supply it? He could not supply it on July 2. He had no right to supply it. There was not a moment of time between June 1 and July 3 that he had a right to supply any pian of action. That is the point I wish to make. Naval regulations

of doubtful import and ambiguous phraseology are brought in here."

Mr. Raynor said the question of navai regulations had not been brought to the attention of Admiral Schley; ad no opportunity to get in it. think," he said, "that 'follow the flag' is an order of battle. How often has the signal 'follow the flag' been given? The only signal Nelson ever gave at Trafalgar

was that 'England expects every man to Captain Lemly asked Mr. Raynor if he was confining himself to July 2 in regard to the plan of battle. "What order," asked Mr. Raynor, "could

Admiral Schley give between June 1 and

He was going out to meet the enemy," said Captain Lemly, "and we contend that under those circumstances he should have had a prescribed alternative order of battie. This whole matter has gone right through the entire proceedings, as to whether he had a prescribed order of battle in writing and distributed it to the fleet under his command, and it belongs to that clause of the precept 'conduct during the Santiago company." during the Santiago campaign.

etired for consultation. Upon returning, Admiral Dewey stated

their decision as follows:
"The court decides that all questions to be asked of the applicant shall be con fined to between May 19 and June 1, relating to the organization, management and control of that squadron when he was actually commander-in-chief." The Judge-Advocate then asked the fol-

owing questions: "In your report you say the Iowa arrived off Clenfuegos May II, although she started a day later. Did she not arrive only about five hours after the squadron?"

"Although we did not go in during the night, I considered that we arrived off Cienfuegos May 21." When did you first see the entrance to

"A little after daylight, May 22,"

Statement to Senate. The Judge-Advocate called the Admiral's attention to his statement to the Senate that while on the bridge of the Brooklyn on the afternoon of May 21, being then about 30 miles from Cientuegos, he heard big guns fired with the regularity of a salute. The Admiral stated that he remembered the incident distinctly. He did not know the event distinctly. not know the exact distance. He did not

onsult the log.
"Does not the log show that you were 45 miles from the harbor?"

The Admiral proceeded to explain that the communication sent to the Senate was gotten up hurriedly and largely from memory, in the closing days of the session, and he may have made some slight

In answer to a question from Captain Lemly regarding the order, "clear ship for action," Admiral Schley explained that the ships were practically cleared for action all the time, but there was always a certain amount of paraphernalia aboard the ships to prevent persons falling overboard, or awnings which had to be re-moved, and that was what he had in given him (the Ad mind when he signaled to "clear ship for on that subject."

of the method used." "At Cienfuegos did you issue any plan battle in case the Spanish fleet should attempt to enter or come out?" I should have relied upon sig-

"You stated in one of your reports that while lying off Clenfuegos you feigned disorder in the squadron in the hope that the Spanish fleet would come out. Did you inform the Captains of the squadron of this ruse?"

"No: I think not. I talked with some of those sheard the President and the state of the squadron of the squadro

those aboard the Brooklyn about it."
"You would have arrived at Clenfuegos May 21, if you had not been delayed several times on the way?"
"The delays only made a difference of a few hours."

At 1 o'clock the court took a recess un-After the recess, the Judge-Advocate closely questioned the witness about the time of the receipt of the "Dear Schley" letter, which the Admiral declared was

received May 22, according to his best "But in your letter to the Senate you said that this letter came to you on the 23d, and confused the situation."
"That is a fact."

"But if it came on the 22d?"
"As I have stated before, I wrote the ommunication to the Senate from mem-

ory. The point was that at that time I had not received order No. 8."

The Judge-Advocate then called the attention of the witness to his statement that when he saw the signals at Clen-fuegos he did not understand them, and asked why he made the statement.

"Because Admiral Sampson had stated to me unqualifiedly that as soon as he got the situation better in hand he would ad-"When did the Iowa arrive at Clen-

"The Iowa arrived at Clenfuegos on the 22d, some time in the afternoon, I Leaving of the lown.

Captain Lemly stated that the Iowa left Key West at 11 A, M. on May 20, and gained in her trip about 31 hours on the squadron. He asked the witness how

he accounted for this fact. Before the Admiral could answer this uestion Mr. Raynor asked Captain Lemly where he got his figures of 31 hours. After a short discussion, both sides finally settled on 14 hours instead of 31. Mr. Lemly

"The only reason I can give," said the witness, "is that she stood directly across from Key West to Havana; also that inshore the current would not be as strong as it was off shore. Then probably she may have steamed out of the current after she got 'around."

Mr. Raynor called attention to the fact that the precept does not require any question concerning the movement of the squadron from Key West to Clen-fuegos, but Captain Lemly and Mr. Hanna contended that inquiry in this line is included in the precept's instruction to investigate Admiral Schley's conduct generally. In presenting his objection, Mr. Baynor spoke of the "charges against Admiral Schley," but Captain Lemly re-plied that there were no "charges."

The court retired to consider Mr. Ray-nor's suggestion, and when its members had returned Admiral Dewey announced that the question was in compliance with its decision of this morning, coming be-tween the dates of the 19th of May and the first of June.

Captain Lemiy then began a line of in-

quiry to develop the fact concerning the alleged delays en route to Clenfuegos, be-ginning with the interview between Admiral Schley and Captain Chester, of the Chicinasti. In connection with this inci-dent, Admiral Schley repeated that he declined to take the Cincinnati along, because he did not feel that he had a right to take a ship from where she had been placed by the Commander-in-Chief, "When did you first acquire the belief that the Spanish fleet was at Cienfuegos?" asked the Judge-Advocate,

Why He Thought Fleet Was There. "That question is difficult to answer but I think I became reasonably certain that the fleet was there after hearing the gun firing on the afternoon preced-ing my arrival, and after receiving the news brought by the Adula from Kings-

piled with that article. "I do not under-stand that that is necessarily written. I controversy. I do not see the word 'writ-at Clenfuegos?"

"Why did you not make an effort to "I made a distinct effort on May 23 by

allowing the Adula to go in."
"You regard that as the best effort that could have been made?" "I do, inasmuch as she was to come out the day following." The witness was then questioned as to

the orders he received by the Hawk. He remembered dispatch No. 8 distinctly. "When you received that order why did you not proceed to Santiago?"
"Simply because the order was conditional. When I became satisfied that the fleet was not at Clenfuegos I was di-

rected to proceed to Santiago, Captain Lemly called Admiral Schley's attention to his letter to Admiral Sampson, dated off Cienfuegos, May 23, and

would state that I am by no means satisfied that the Spanish squadron is Clenfuegos. The large amount of smoke seen in the harbor would indicate the presence of a number of vessels, and under such circumstances it would seem to be extremely unwise to chase up a probability at Santiago reported by way of Havana and no doubt a ruse."

"Does that contain all your reasons for not proceeding when you received this last dispatch from Admiral Sampson? "Yes. I may have had other reasons, but I do not now recall them." The Judge-Advocate asked the witness The court at this point of the discussion of some of the reports concerning the

location of the Spanish fleet which came from Admiral Sampson. He read Admiral Schley's statement, saying: "We ought to be careful how we receive in-formation from Havana." He wanted to know why the Admiral was shy about taking information from Havana he would accept information brought by the Adula from Kingston.

"On account of the implied doubt in the mind of the commander-in-chief, as shown by the language of his dispatch. "You said in your answer that you thought it was easier to remain off Clenfuegos than to chase up a probability at

Santiago." "I thought very naturally that the Spanish would employ a ruse and put out false reports as they did in having the report cabled that the Spanish fleet had returned to Spain." "How long did you intend to remain at

Clenfuegos?"
"My intention was to remain until we got something more definite." "How did you expect to get more definite information?" "From the Adula when she came out," "What other steps had you then in mind ascertain the presence of the enemy's

ships?

23d, had it not?"

Steps to Locate Enemy. "In the meantime McCalla came up. If come out I probably should have sent one of the smaller vessels to the ward on account of the McCalla mem-"The memorandum had arrived on the

"Yes."
"Had you sent out a boat?" "I had not, largely because of the surf, which made it hazardous." Referring to Lieutenant Hood's memorandum, Admiral Schley said that for one thing he should have been glad to know that Santiago and Clenfuegos were mined. He did not think Hood had boarded the Adula; at any rate, he had not given him (the Admiral) any memorandum

"Which was the closer blockade, at Clenfuegos or Santiago?"

"At Santiago it was closer on account of the method used."

vera was in the harbor he would allow the Adula to come out?" asked Captain Lemly.

"I thought that would depend upon the

exertion that might be put forth in her behalf by the captain's counsel."
"Did you make any effort to communicate with the insurgents on May 23 or 24 before the arrival of the Marblehead?"

"No, I sent the Marblehead into the harbor. I regarded that as the best method for ascertaining whether the fleet was inside."

"When did the Marblehead arrive?"
"About 8 A. M., May 24."
The Judge-Advocate then asked a series of questions to develop the state of the weather May 23. Various officers had testified that they boarded the Brook-lyn in small boats. The witness testified that there was a heavy swell on, "When Captain McCalla gave you the

information with regard to the Spanish fleet not being in Clenfuegos, did you determine to leave for Santiago that day?"
"I think I did. That is my impression. I remember to have sent a dispatch in which I said that I might leave on the morning. I had in view at the time the sending of the Scorpion east, feeling that she might bring me some necessary in-

"Here is your letter of May 24, in which you say: 'I have ascertained from the in-surgents that the Spanish fleet is not in this port. As it is not found practicable to coal the Texas here, I shall proceed tomorrow for Santiago, being embarrassed by the Texas' short coal supply and our inability to coal in the open sea.' That is correct is it not?"

"Yes, I said that."
"In a dispatch that you sent to Commodore Remey, dated May 24, you say: I shall move eastward tomorrow as is indicated in a telegram to Commodore Remey for the Secretary of the Navy, so you will know my whereabouts dur-ing next week."
"That's right. I recollect that."

In reply to a question, Admiral Schley said he felt that there would be greater difficulty in coaling off Santiago than there was at Clenfuegos.
"You anticipated difficulty, then, in coal-

ing at Santiago?" "Undoubtedly. In June we coaled con-siderably there, but on one occasion we cast off after coaling for an hour or so As our experience increased we got on better, and, furthermore, the later colliers were better arranged than the for-

"There are some difficulties about coalng at sea generally, are there not? "There are, and I think we met them."
"Did you consult any of your Captains
about coaling on the 26th?"

Captains Not Consulted. "I did not. I preferred to act upon my

wn judgment. "Was there any time after your arrival at Cienfuegos, except May 25 and 26, when some vessel did not take coal?"

"On the 27th and 28th some vessels conled; also on the 31st, but I do not recall abut the 29th and 30th." "Had you less coal when you arrived off Santiago than you had expected to

the limited supply of the scoutboats I found there." 'The scoutboats were self-supporting in

the matter of coal, were they not?"
"I don't know what you mean, unless it is that they could have made it longer. "I mean to cruise around from point to point and get it. Did they rely at any time upon the colliers of the squadro to supply them with coal?" "Yes, sir."

"In view of the idea you had of pre serving the squadron as a unit, why did you detach the Eagle." "Simply because she was an impediment. did not think it possible to coal her a that state of weather. I used to con-

sider myself weather-wise; now I find I am otherwise." (Laughter.)
"You testified that you received a signal from Lieutenant Southerland that the Eagle was dangerously short of coal."
"I think the message was by mega-

"How much coal did he have then?"
"I do not remember. Southerland was very solicitous. A day's coal probably; perhaps five tons." "Why did you not tow the Eagle?"

"Because it would have been for an ndefinite time." "But you were approaching Santiago?" "How far away from Santiago?"

"Pernaps 50 or 60 miles."
The Judge-Advocate then read from the log of the Eagle to show that on May scertain whether the Spanish fleet was 26, the day she was detached, she had 28 tons of coal aboard. "Why did you not take the Eagle, Vixen and Merrimac in tow and push on

to Santiago?" "Because, in my opinion, at 10 knots, the auxiliaries would have gone under."
"Why did you not abandon them and push on with your fighting force to Saniago, appointing a rendezvous for the

other vessels?" "Because, in my opinion, that have been poor military policy. It would not do to abandon auxiliaries where they might have been picked up by the enemy. Such a course would have been censur-

Asked why, if he believed the enemy's ressels had left Santiago before Clenfuegos, he had not dispersed his vessels more widely in order to intercept them, the Admiral said that was a milltary disposition about which there might be reasonable difference of opinion, Such a disposition would have rendered the smaller vessels more liable to attack.

"Why did you not steam in line?" "That would have been the weakest possible formation. My plan was to keep the ships constantly in order of battle,' "Did you, in your westward movement, nstruct your Captains to look out for

the Spanish fleet en route?" "I did not recall that I did, but orders were usually signaled to keep a bright lookout and be in readiness. "Did you, before meeting the scouts off Santiago, contemplate going to the coast of Hayti?" asked Captain Lemly.

"Had you up to that time intended going there?"
"I had thought that would be one of the rendezvous we might have to resort to outside the marine limits." "Do you remember any message meganoned to any one before leaving Clen-

fuegos about going to Hayti?" "I do not recollect any."
"I will make it more explicit, and say about going to Gonaives Bay?" "I do not remember megaphoning that message at all."

Request for Colliers. "Did you ask the department by telegraph to have the colliers sent to you?" 'Yes, I did, and they replied that they would be sent." "Why did you want colliers there if you did not intend to coal?"

"I would have sent perhaps two ships, one ship at a time, probably, because I did not believe we would be able to solve the problem of coaling in the open sea."
"You say one vessel at a time. Was that on account of the contracted room

"I did not intend to go into Gonaives Bay. Captain Cotton informed me that only small vessels could coal there. I intended to coal off the coast, outside the marine limit. My impression is now that Captain Cotton reported to me, and the purport of the information I gave the department was that the harbors were contracted, and would admit of the coal-"Did not he say large vessels could coal

there; but not more than one at a time?"
"He may have said that in his evidence, but I do not remember that he commu nicated that to me in any interview. sent a telegram about that time which think will make the matter clear. My recollection of that communication now is that it referred entirely to the coaling of smaller vessels. I do not see any mention of it here (looking at the log he on that subject.

"Did you really believe that if Cermade to the Hayti coast in the telegram

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cause the impression left by the communication of Captain Cotton upon my min was that the ports of both Gonaives and Mole St. Nicholas, Hayti—I never had been in either—were so contracted that nothing but smaller vessels could coal

Captain Lemly-May 28: this was after "Yes, but this was something I don't really remember, just the time when this communication was made (reading), 'We will then go to Gonaives or coast near

or in the vicinity of Port-au-Prince to coal.' That was after we had repaired the collier and had gone back to Santiago." Captain Lemly-You indicated several places in that telegram your purpose to

coal at Gonaives. Well, when our coal supply was reduced so as to force us."
"Then you concluded you could coal at Gonaives?"

"There is a mere play upon words between the 'port' and the 'coast.' "
The Admiral, in reply to Captain Lemly, further said he had said nothing in his dispatch of May 29 about taking one ves-

at a time to Hayti for coal.
"That goes without saying," he added, "because when one is blockading a port he could not entirely abandon it, and take all his smps away to coal them at one time. Evidently only one vessel would have been taken away at a time for coaling purposes."
At 4 o'clock the court adjourned.

JEFFRIES-RUHLIN MEETING. Interest in the Championship Fight In Very Keen.

SAN FRANCISCO, Oct. 28.-Lovers of honest boxing are jubilant over the pros-pects for the coming battle for heavyweight honors between Jim Jeffries, s Angeles, and Gus Ruhlin, of Akron. This will be the first time a heavyweight championship battle has ever taken place in San Francisco. Judging from the interest already displayed, the Mechanica Pavillon will be taxed to its utmost ca-pacity on the night of November 15, the time selected for the contest. There will be no hitch in the proceedings. The ref-eree, Harry Corbett, of this city, has been selected; and as there is a state law governing boxing, there will be no chance

for disappointments,

Jeffries has been in active training for the past month under the guidance Billy Delaney, at Harbin Springs, Lake County. He takes long walks, runs over the mountain paths mornings, and wres-tles and boxes afternoons and evenings, with Bob Armstrong, the glant colored fighter from the East. Delaney says that Jeffries is in better condition than he ever was in his life.

While naturally the champion will be favorite in the betting, this does not shake the confidence of Billy Madden and his protege, Ruhlin. This same Madden is regarded as one of the shrewdest judges of fighters in the country. He has managed and brought to the front such stars as John L. Sullivan, Peter Maher, Jack Dempsey, Jack McAuliffe, and others too numerous to mention. In Ruhlin he has, he believes, a champion. Ruhlin in preparing himself for the fight does twice the amount of work of Jeffries. From the time he rises in the morning, until he goes to bed he takes very little rest. He be

to bed he takes very little rest. He be-lieves in long runs, long wrestling bouts and fast boxing. _____ Large parties are coming here from the Eastern cities, and, judging from the orders for seats from the country towns. the crowd will be an unusually large one. Parties are being organized in Seattle, Portland, Butte, Bakersfield, Los Angeles,

Sacramento, San Jose and other cities, They will travel in specials.

Jeffries now weighs 25 pounds, and says that he is ready to fight at a moment's notice. Ruhlin in his last contest fought at about 180 pounds, but he has taken on weight since he came to California, and now weighs about 202 pounds. He will enter the ring at about 190 pounds. To use his own expression: "That is big enough for anybody. In fact, I believe that a man who weighs over 200 pounds is in his own way," and, with a knowing wink, "I believe if the scales tell the truth, my opponent weighs considerably more

Attell Defeated George Dixon. ST. LOUIS, Oct. 28.-Asa Attell, of San Francisco, and George Dixon, of New York, ex-feather-weight champion of the world, fought 15 rounds before a large audience at the West End Club tonight. Referee George Siler gave the decision to the California boy. The fight was tame

throughout Matthews Knocked Counig Out. BUFFALO, Oct. 28 -Matty Matthews, of Brooklyn, got a decision over Tom Cou-hig, of Dunkirk, tonight, at the International Athletic Club, of Fort Erie, in the fifth round of what was to have been a 20-round bout. Counig was all but out.

McGovern Challenges Any Fighter. CHICAGO, Oct. 28 .- Terry McGovern, the feather-weight champion, who is in Chicago tonight, challenged any fighter in the world to meet him at 122 pounds for a wager of \$5000. Benny Yanger, of Chicago, is named in preference.

Races at New York. NEW YORK, Oct. 28.-Following is the Aqueduct summary: Seven furlongs-Mercer won, Astor second, Kilogram third; time, 1:284-5. Five furiongs-Major Dangerfield won, Extinguisher second, Melstersinger third; Mile and a sixteenth, seiling-Lucky Star won, Bowen second, Trebor third; time, 1:454-5.

Aqueduct handicap, mile and 70 yards— Potente won, Oom Paul second, Barouche New Witnesses in Patrick Case. NEW YORK, Oct. 28.-Two new witnesses have been found by the prosecu-Five and a half furlongs-Bon Mot won tion in the case against Lawyer Albert T. Patrick, charged with the murder of William Marsh Rice. The District At-Carlington second, Mary Worth third Mile and 70 yards-Piedrich won, Alsike torney refuses to give their names, but that they will corroborate the testimony of Valet Jones is not denied. second, Templeton third; time, 1:46 3-5.

CINCINNATI, O., Oct. 28.-Following is the Latonia summary: Six furiongs, selling—Jim Nop won, Jena second, Sallie J. third; time, 1:15%. Five furlongs—Leenja won, Lauretta betta Wilkes gelding, Dr. Monical, his arrived here, the property of C. K. Bill-ings, of Chicago. After he had been

COPELAND MEDICAL INSTITUTE Consulting Physician:

Consulting Physician: J. H. Montgomery, M. D.

For Ten Years Doctors Copeland and Montgomery have conducted in this city the largest practice ever known in the history of the Northwest. The people know them. Their fame has grown in the light of intimacy and permanency. Medical pretenders and bogus healers of every variety have come and gone; passed in the night, unable to endure the daytime of acquaintance. But with time and intimacy the fame of Doctors Copeland and Montgomery has grown stronger.

Disease Described by Symptoms.

County. State What was it?... How long ago?... Did. weight? Have you lost in weight? trouble from which you are now suffering?

you ever had any serious illness before?... What is your occupation? you fully recover from it?.... Have you How old are you? What is your had any treatment at any time for the How long has your trouble existed? What name was given the disease? ...

YOUR HEAD-

W. H. COPELAND, M.D.

Headache?..... How often?..... Describe it?....Vertigo or dizzy spells?... Head hot or feverish?.....

Weak or watery?....Smart or burn ?... Ache?....Spots before them?..... Inflamed?.....Wear glasses?.....

YOUR EYES-

YOUR NOSE—

YOUR EARS-

Is it dry?.... Watery?.... Stopped up?... Bad odor?.... Crust form? Bleed easily?....Sense of smell impaired?.... Lost?...And pain in it?...Sneezing? ...

Do they itch?.... Ache?..... Run mat-

ter?.... Bealings or risings?.... Ringing

Cause of it?.... How far can you hear

or buzzing noise ... Both ears? ... Hearing impaired?....Lost?...How long?...

a watch tick?..... YOUR THROAT-Dry or parched? Tickling? Get sore often? Hawk and spit? Matter drop from head?.......Tonstla en-

larged?.....Voice clear?... Hoarse?... YOUR MOUTH-

YOUR CHEST-Pains? Locate them? Cough? Hacking?....Deep?....Raise phlegm?... Corruption?..... When do you cough most?......Soreness in chest?......Fuilness?.....Night sweats?.... Fevers?.... Any hemorrhages?.... Large?.... How many?..... When?..... Shortness of

their affliction. The symptoms above have

been carefully arranged by Doctor Cope-

land to enable many sufferers to under

stand just what it is that alls them. The

Burke second, Lulu Flight third; time,

Mile and an eighth, selling-Woodtrice

One mile-Adelante won, G. W. W. sec-

ond, Dolly Wagner third; time, 1:43, Five and a half furlongs—Hermis won

Inventor second, Harry New third; time,

Six furlongs-Lyor Bell won, Iola second,

ST. LOUIS, Oct. 28 .- Following is the

Five and a half furiongs—Prima II won, Salinda second, Pomelia third; time, 1:08. Six furlongs—Chanterolle won, Sting

Six furiongs—Chancerone won, Sting second, Trio third; time, 1:15.

One mile—Menace won, Terra Incognita second, Leone third; time, 1:474.

Six furiongs—Ad Gibson won, Hi Lee second, Jake Weber third; time, 1:13.

Mile and a sixteenth-Bruiare won, Lu-

Six furlongs-Tremar won, Miss Mae

Yale Oarsmen in Training.

NEW HAVEN, Conn., Oct. 28.-The Yale

'varsity oarsmen met Captain Phil Kunzig today and began their training for the coming year. The plan for the work this Fall will be to form three crews,

which will be kept rowing until college closes for the holidays. After the holi-

days the oarsmen will rest until February

1, when they will be called together again for tank practice. Mr. Kennedy and Cap-

tain Kunzig will direct the coaching this

Dr. Monical Sold.

LEXINGTON, Ky., Oct. 28.-The Gam-

nar second, Felix Bard third;

Day second, Lasso third; time, 1:131/2.

won, Governor Boyd second, Eisie Bram ble third; time, 1:56.

sultation free of all charge.

Erim third; time, 1:15%.

Fair Grounds summary:

Bad taste?.... Foul breath?.... Ulcers

or sores?.... Tongue coated ?....

YOUR HEART-

Rate of pulse? Paipitation? Regular?.....Pain?....

YOUR STOMACH-Appetite good or bad?....Pain?....Dis.

Heartburn?.... YOUR BOWELS-Regular? Constipated? Diar-

rhea? Chronic? Flatulency?

tress?....Bloating?....Rifting or beich-

ing? ... Vomiting? Sick stomach?

Pains? ... Griping? YOUR LIVER-

ergy?...Tire easily?...Low spirited?... Bad color? Yellow? Spotted? Eyes yellow?..... Dark under your eyes? Tenderness over liver?....Pain YOUR KIDNEYS-

Pain in back? ... Painful prination?

Feel miserable?.....Dizzy?......No en-

Urine scanty?.... Profuse?.... Pain?.... High colored? Too frequent? Cloudy?....Any sediment?....Any blood

in urine?.....

YOUR NERVES-Easily excited?... Nervous?... ble?....Despondent?....Hot flashes?.... Memory impaired? ... Easily discouraged?.... Sleep well?....Feel refreshed

in morning?....

RHEUMATISM-

breath? Wheezing? Paroxysms of Acute?.....Chronie?.... Muscular?.... asthma?..... How often?..... Joints swollen or tender?..... CONSULTATION FREE THEIR SPECIALTIES Deafness, Cutarrh of the Head, Great numbers of people suffer from Nose, Throat, Bronchini Tubes, Lungs and Stomach, Disease of the the malign poisons of catarrh, as from other subtle chronic maladies, without any Liver and Kidneys, Blood and Skin correct or definite idea of the nature of

The Copeland Medical Institute The Dekum, Third and Washington

proper course for sufferers is this: Read these symptoms carefully over, mark office HOURS-From 9 A. M to 12 those that apply to your case and bring M.; from 1 to 5 P. M. or send them to Doctor Copeland, Con-EVENINGS-Tuesdays and Fridays. SUNDAY-From 10 A. M. to 12 M.

> offer of \$5000 was accepted by W. F. and J. O. McAllister, of this city. CHICAGO, Oct. 28.-The Rev. Jeremich L. Crowley, the Catholic priest excominicated for his charges against Auxill. ary Bishop Muldoon, of the Chicago dioter addressed by him to Cardinal Martinelli. He refterates his charges and re-fuses to retract them.

> loaded at Memphis last night Mr. Billings'

To regulate the stomach, liver and bow-eis, and promote digestion, take one of Carter's Little Liver Pilis every night, Try them.

Every Exertion a Task

There is failure of the strength to do and the power to endure; a feeling of weakness all over the The vital functions are impaired,

food does not nourish, and the

whole system is run down. A medicine that strengthens the stomach, perfects digestion, invigorates and tones is needed.

What Hood's Sarsaparilla did for Mrs. L. B. Garland, Shady, Tenn., it has done for others. She took it when she was all run down - without appetite, losing flesh, and anable to do her work. It restored her appetite, increased her weight, and made her well and strong. This is her own unsolicited statement.

Hood's Sarsaparilla

Promises to cure and keeps the promise. The earlier treatment is begun the better-begin it today.