ASSISTANT SECRETARY TAYLOR HEARS FROM COUNTESS RUSSELL.

Made No Statement Regarding the Earl's Divorce-Army Paymaster-General's Report.

WASHINGTON Oct. 28.—Assistant Sec-retary Taylor, of the Treasury Department, has received a cable message from London signed Mabel Edith, Countess Russell, in which she says:

"Statement made by you regarding di-vorce granted Earl Bussell in America is entirely untrue. No papers were served on me. My first notice came through London newspapers. Divorce was ob-tained by fraud and invalid in America. This was proven by Judge Curier, of America, before House of Lords. I am entitled to public apploary from you entitled to public apology from you

Mr. Taylor declines to make an apology. for he says he never made the statement attributed to him. He knows nothing about the Countess' divorce proceedings.

except from the newspapers.

When the report of Earl Russell's probable coming to the United States, to-gether with a protest against his land-ing here, was brought to Secretary Taylor's attention a few days ago, he held that the Earl should be permitted to land in the United States unless some other charges than his conviction by the British House of Lords for bigamy should be brought against him.

Charges Against Colonel Meade.

WASHINGTON, Oct. 29.—The Navy De-partment has made public the charges and specifications in the case of Colonel Robert L. Meade, U. S. M. C., who is to be tried by court-martial at the New York navy-yard, November 12. There are two charges, "drunkenness on duty" and "scandalous conduct, tending to the destruction of good morals." Under the first charge there are three specifications, alleging that on or about March 18, April 13 and June II, Colonel Mende, while in command of the marine barracks at the New York yard, was "under the influence of intericating liquor and thereby unfit for the proper performance of duty." Under the second charge there are six speci-fications. They allege false testimony while under oath before the court of inquiry which investigated his case.

Paymaster-General's Report.

WASHINGTON, Oct. 29.-Paymaster. General Bates, in his annual report, says that the pay of the Army for the year was \$33,211,345, an increase over last year of \$1,301,364. He makes several recom-mendations relative to pay accounts in officers of the pay corps no longer be compelled to furnish bonds. He says that should apply especially to officers detailed for service under the new law. as they get no increased rank, and are compelled to pay from \$90 to \$180 when so detailed. Most of the officers prefer mands in the line to such work. He s that the engineer officials handle and disburse millions of dollars, and are not required to give bond, and in only or two instances has the Government

Roosevelt at the Theater. WASHINGTON, Oct. 28. - President Roosevelt and party occupied two boxes at the new National Theater tonight and at the new National Theater tonight and witnessed Daniel Frohman's company in "Lady Huntworth's Experiment." This is the first time the President has at-tended any theater since his elevation. and his entrance was warmly greefed by an audience that packed the theater. The President was accompanied by Mrs. and Miss Roosevelt, Capitain Greenway and Mr. and Mrs. Reginald Gray, of Baltimore. The President's visit to the theater brings to a close the period of mourning for the late Fresident McKinley, Many members of the official family, as well as frany leaders of society, have heretofore restricted from president to the control of the official family.

Organisation of Slege Artillery.

frained from appearing in public.

WASHINGTON, Oct. 29.-Colonel George B. Rodney Captain William H. Coffin and Captain G. W. Van Dusen, of the Artiilery Corps, have been appointed a board to meet at Fort Riley, Kan., November 1. for the purpose of considering and reporting upon the proper organization and equipment of batteries of siege artillery.

Army Appointments.

WASHINGTON, Oct. 29 .- The President has made the following Army appointments: Second Lieutenant, cavalry, Howard H. Smalley: Second Lieutenants, infantry, Jacob Schick, Alfred A. Hicks: Assistant Surgeon of Volunteers, rank of Captain, Edward N. Browne,

Cridler's New Positon.

WASHINGTON, Oct. 29 .- Thomas W. Cridler, Third Assistant Secretary of State today accepted the tender by the Louisi-ana Purchase Exposition management of the post of European director for that

# MITCHELL DAY.

Celebrated by the Miners of the Anthracite Region.

HAZELTON, Pa., Oct, 29 .- Mitchell day, amed in honor of the President of the inited Mine Workers of America, and which marks the first anniversary of the ending of the great coal strike last Fall, which the mine workers of the anthracite fields won a 16-per-cent increase in mine workers participated was held, and it proved to be one of the biggest strations in the history of Hazel-A big mass meeting followed the parade, at which speeches were made by the leaders of the men, including "Moth-

The day was celebrated in Scranton with a parade of 19,000 mine workers from the half-hundred collieries of Scranton and the adjacent towns. The 400 street-car strikers marched at the head of the line and were given an ovation. No attempt was made to run street cars to-day with imported men, as it was feared trouble would be provoked.

All the mines were idle in the Shamokin region. Five thousand of the 15,000 mine workers between Shamokin and Centralia paraded at Mount Carmel, after which a large mass meeting was held.

At Wilkesbarre, the day was observed with a parade in which 15,000 miners marched and which was headed by John itchell, president of the union. It was the greatest outpouring of miners seen there. After the parade there was a mass meeting at which President Mitchell was the principal speaker. He said was opposed to compulsory arbitra-n, but was in favor of voluntary arbitration in the settlement of disputes between employer and employe. He urged the miners to petition Congress to reenact the Chinese exclusion act, as oth wise, he said, the whole country will be overrun with Mongolians and many of them will find their way to the m there to compete with white labor.

NEW YORK, Oct. 29.-Mother Jones spoke at Paterson, N. J., last night in Apello Hall to an audience of about 1800 persons. Her talk was socialistic. It was the largest and most successful labo meeting held in Paterson for several years of the assassination of President McKin-ley she spoke at some length, saying that it was an act to be deplored, for the man who struck at the head of the Nation struck at all the people and meant to do

Voted Not to Strike. PHILADELPHIA, Oct. 26.-The meet- gists.

HE WILL NOT APOLOGIZE ing of the Union Traction Company employee, which was in session all night considering the advisability of a strike, adjourned early today, after defeating the proposition to tie up the street-car lines of the city. The men have de-manded increased pay and shorter hours, but their demands have been ignored,

### SHAKE-UP IN NAVY.

Schley Inquiry Said to Be the Cause of Much Dissatisfaction.

cial to Minneapolis Tribun WASHINGTON, Oct. 26. — President Roosevelt seems determined to cause a shake-up in the inner circles and bureaus of the Navy Department as a result of the revelations of the Schley court of inquiry. When Assistant Secretary Hackett sud when Assistant secretary factors sud-denly decided a few days ago to resign at once, it was recalled that he had been always an intense partisan of Sampson, and further developments, not entirely pleasant for Sampson's particular friends or supporters in the department, were looked for. They came yesterday, when it was announced that Rear-Admiral Crowninshield, Chief of the Bureau of

Crowninshield, Chief of the Bureau of Navigation, would be superseded before the usual term of four years for which he was chosen expires. His successor will be Rear-Admiral Taylor, and Crowninshield, who took the lead in securing a court of inquiry for Schley, will be deported to Europe, there to take charge of the new European station.

It is a current report that when Theo-

It is a current report that when Theo-dore Roosevelt was assistant Secretary of the Navy he clashed with Crowninshield, and this, besides his intense partisanship for Schley, is set forth as a reason for the bureau chief's removal. It is said Crowninshield flatly opposed bringing the Oregon around the Horn to Cuban waters, while Mr. Roosevelt as strongly favored it, and won, with Secretary Long's help.

Officials of the Navy Department un-hesitatingly say that it is honeycombed with a partisan feeling for Sampson, These admissions, coupled with the Hackett and Crowninshield developments, are what caused the expectation of a thorough overhauling of the Naval Department machinery from the assistant down—a boom-erang effect of the Schley trial which the prime movers did not look for.

Within a few days Mr. Hackett has received threatening letters, and strange men have called at his home and fright-ened his family, until they called for police protection.

SIGNALING THROUGH FOGS. Wireless Telegraphy No Longer Wonder.

San Francisco Call. Wireless telegraphy is no longer a world's wonder. It has ceased to attract the attention of those who note the prog-ress of science and invention only through curiosity to learn of some new marvel the Army, the most important being that officers of the pay corps no longer be hold upon the minds of those who are interested in its utility to the world of commerce and trade. It is therefore worth noting that there has recently been given in New York harbor a striking illustration of its value in that direction, A short time ago the Lucania on

arrival off New York harbor found herself involved in a fog so dense that she was compelled to cast anchor twice on her way up the bay. The mail tender that was on the outlook for her, so as to take the mails and hurry them to port, steamed around for hours without being able to find her, so that, as the New York Press said: "The mails for the Pacific Coast missed the ordinary connection and the steamer at San Francisco probably will have to wait at least a day for the overland train."

While the mail tender was uselessly groping around in the fog the agents of the Cunard line, to which the Lucania be longs, were also anxious about the steam-er, but they did not have to grope for

her. They promptly made use of wireless telegraphy. The Press says: "The Umbria, of the same line, which was lying at the Cunard pier in readiness to sail for England, is fitted with the Mar-conl apparatus. Shortly after dawn when the fog was at its thicket the message was flung out on the heavy air from the pier in the North River. A few minutes later an answer came out of the mist. The Lucania reported that she was anchored outside the bar waiting for the fog to lift. At 9:30 she sent word that she was under way, but it was nearly 12 officer. 'clock before she reached her pier."
In that incident we have a plain, prac-

been fitted with the Marconi apparatus, it would have been easy for her captain to have found just where the Lucania lay and there would have been no groping in the fog. The lesson can hardly be lost upon the Government and the experience of that mail tender may hasten the adoption by the Government of a wireless telegraph system at every important port of the country.

Deaths in Chicago Fire. CHICAGO, Oct. 28.—Two persons lost their lives, three were injured and a score were overcome by smoke in a fire in the Bagie Flat building, Lytle and Taylor streets, today. The dead are: MRS. D. RYAN, aged 50, suffocated. MRS. ANNA KING, daughter of Mrs.

The injured are: Elsie King, aged 12 years; M. Otis, E. Hegg.
Other occupants of the building overcome by the smoke were rescued by fire-men or members of their own families and all recovered in the open air. The fire

loss was \$1500.

The Entombed Utah Miner. SALT LAKE CITY, Oct. 29.—All hope has been abandoned of rescuing alive William Anderson, the miner who, with three companions, was entombed by a cave-in in the Highland Boy mine near Bingham, last Friday, Charles Nutting, the miner who was rescued yesterday, has almost recovered from his ordeal. When the rock slide occurred, Nutting was pinned down by a heavy 10x10 timber. Through this he whittled with his pocket knife before he was able to move.

The Lexington Track Investigation. LEXINGTON, Ky., Oct. 28.-Thoroughared breeders, owners and trainers met here today to take action on the movins of the three-eighths pole at the Kentucky Association track last Thursday in order to "speed up" a yearling that Clarence H. Mackey, of New York, was negotiating for. The investigating committee, after two long sessions, adjourned to meet again at the racetrack tomorrow morning at 10 o'clock.

Blizzard at Butte.

BUTTE, Mont, Qct. 29.—Butte was struck by a blizzard early this evening. The temperature dropped suddenly nearly 25 degrees, and a fine snow, almost of the character of hail, began failing. The wind, which biew a gale, was bittrely cold, and there was considerable suffering in various portions of the city where n provision had been made for the appearance of Winter at such an early date.

Helen Gould Accepts. ST. LOUIS, Oct. 29.—Telegraphic advices from Van Buren, Ark., today say that National World's Fair Commissioner P. D. Scott has received a telegram from Miss Helen Gould, in which she accepts the appointment of lady manager of the

Louisiana Purchase Exposition. To the Public. Allow me to say a few words in praise of Chamberiain's Cough Remedy. I can recommend it with the utmost confidence, it has done good work for me, and will do the same for others. I had a very severe cough and cold, and feared I would get pneumonia, but after taking the second dose of this medicine, I felt better; three bottles of it cured my cold and the pains in my chest disappeared entirely. I am, most respectfully yours, for health, Ralph S. Meyers, 64 Thirty-seventh street, wheeling, W. Va. For sale by all druggists.

COALING OFF CUBA

(Continued from First Page.)

early in that vicinity. It was, however, dark enough to read the signals. say just what the hour was, but the sig-nals were used up to 9:25 P. M."
"You were ordered to mask your movements, were you not?"

Masked Movements.

"Yes, that is, we were so ordered if we should proceed in the day time. Our directions in dispatch No. 8 were to bear in mind that vessels could be traced by their smoke for 30 or 40 miles. I believe that the people on shore would not know what we were doing, other than signaling even, if they did so." "The Ardols code is not a secret code,

"Ordinarily it is practically so. It is a code of letters. I don't believe they could be translated by foreign people." "Did you use a key in employing them on this

"I don't recall."

"You remember that you were near enough to the village of Trinidad to see lights on shore there that night, did you "I only saw the loom of the lights from

the clouds there. The lights themselves might have been seen from the bridge of the ship, but I did not see them." When you left Clenfuegos, where did you think the Spanish squadron was?" asked Captain Lemiy.

"I did not, of course, know exactly where it was. If I had, I would have gone straight for it. According to the information which came to me I supposed that if it was not at Santiago it was somewhere in the neighborhood, but my impression was that it had come out, as this information from the Admiral indicated, but just where it was of course, could not decide."

"Did you give any special instructions to your Captains while making this passage from Cienfuegos to Santiago in regard to looking out for the Spanish fleet? "I old not give any special instructions." "Did you say in any one of your commu-nications of May 27 to the department

that the weather was boisterous since leaving Key West?" "The Jucge-Advocate then questioned Admiral Schley at some length in regard to the Eagle's coal supply, and the fact that on the journey to Santiago her forward compartment filled with water. The witness stated that the latter fact had little to do with sending her away; it was a question of coal supply. It was shown by the Brooklyn's log that the Eagle had sufficient coal for nine days' steaming at 16 knots. Captain Lemly then read the coal report of the fleet for May 26, show-ing that the Eagle on that day reported

"Can you state whether the squadron made better speed after the Eagle was sent away."
"You asked me that question yesterday and I said I could not recall. The wind rad gone down, and I think had changed in direction, and the possibility is we may have made a little more speed, perhaps not materially more. "In what way did Lieutenant Souther

to the Brooklyn that she had 28 tons.

land make known his regret that he had to leave the squadron for coal?" "By megaphone."
"You say he did not protest against eaving the squadron?" "No, he did not. Such a protest would have been so extraordinary that I would

have remembered it, I am sure. I do not remember, as he testified, that he begged to coal alongside. That would not have been possible. I was principally directed by the motion of his vessel."

The Merrimac's Accident.

In reply to a question, the witness said that the Merrimac had signalled her ac-cident May 26 at 6:15 of that date, and that at that time he was heading towards Santiago. Referring to the beginning of the westward movement at that time Captain Lemly called Admiral Schley' attention to the fact that he (the wit

Captain Lemly then had the witness examine the log of the Brooklyn for the purpose of bringing out the fact that during the day of the 27th the barometer was rieing, the breeze dying down, and the sea becoming calmer.

"Notwithstanding these improved con-ditions, did you not steam 23 miles to the westward that day before attempting to

After looking at the log, the Admiral said that, according to that memorandum, he had steamed 18 miles. The Admiral stated that they had been chilged to steam three or four knots further than they needed to overtake the Yale, which did not respond to the Brooklyn's signal. "In your testimony you say that you did not disobey orders when you started westward, because you returned to your station without further direction. Am I 'Yea''

"Upon receipt of the instructions, did you not nevertheless leave your station?"
"Yes, I did, for these reasons: First, because Captain Sigsbee, a scout placed in front of Santiago harbor, informed me was there; second, because Nunez, the pilot, told me he did not believe the enemy's fleet could enter the harbor; third, the order, No. 7, with the accompanying memorandum in which Admiral Sampson minimized the importance of this squadron being there, and the fact that the de-partment's telegram, which reached me May 27, was so ambiguous in its terms. It authorized me to coal at Gonaives, Hayti, or at Cape Cruz. Gonaives being to the eastward, and knowing that Admiral Sampson was at Bay Francis, in the Ba-hama Channel to the north, it occurred to me that if the Spanish squadron were extant, the proper strategical move was go to the westward and not the eastward. was authorized in the same telegram

to move as far west as Cape Cruz, pro-vided coaling had been found possible there. I did not go to Cape Cruz, not within 80 miles, I think. "Now, those were the influencing and operating motives. I felt that the move westward was strategically the proper one with a determination to coal as quickly as possible, and that the efficiency of any squadron, as a unit, was only equal to the efficiency of the coal supply of the slowest one that composed it. Those were the motives which caused that move-ment. The ambiguity of the telegram from the department, I think, is manifest almost at once, because it states firs specifically that all the department's information indicated so and so; that is, that the Spanish fleet was still at San-tiago. It pointed out a place which at that time was not accessible, and, lastly it looked to me to determine and report whether the enemy was in port or not Those were the influencing motives. Captain Lemiy-And you were satisfied from these, without taking any steps whatever to ascertain if this order or

these reports were correct? The Scouts' Report, "I ascertained for myself, through the medium that the department had placed there to keep me informed. Those scours represented very largely the cavalry of an army, and if they were unreliable they should not have been placed there. I must have relied upon what they said."

He again spoke of the dispatch of the department, indicating that the Spanish fleet was still at Santiago as ambiguous, and said that the information that there were Cubang five or six miles west of Santiago was erroneous, for the Cuban pilot, Nunez, had informed him to the contrary. He claimed that the dispate was also ambiguous in the matter of coal-ing the Harvard from the Merrimac.
"Why do you revert to No. 7 when you had dispatch No. 8 in your possession?"

"I cerely reverted to No. 7 as one of the doubtful questions."
"If you will look at the memorandum of No. 8, you will also find that Admiral Sa. 1 p-on held to the view that when you left Clenfuegos, the Spanish squadron probably would leave Santiago."
"Of course, if I had gone to the eastward and exposed the westward, there might have been more serious consequences,"

"Now, do you note in this communica tion which you have been referring to, these words: "The department looks to you to ascertain facts, and that the en-

emy, if therein, does not leave without a decisive action? Dfd you take any steps further than you have stated to ascertain the facts?" "No. I think that the information which I had was pretty conclusive. I did not see anything in this dispatch, however, that partakes of an order; it is rather a suggestion. There is a vast difference be-

tween communications that come to you in the nature of suggestions and those that come to you in the nature of orders. think the department never hesitates to order distinctly when it is decided about matters. All this points to the fact that there was no certain information in the possession of anybody that the enemy was really there, and that which they had was not to be relled upon, or that it was un-

"In regard to this landing place five or six miles west of the harbor, you say you ascertained subsequently that the Spanish were there and not Cubans?"
"So Nunez stated on the first, and upon

"So Nunez stated on the first, and upon that I predicated the remark that if we had landed in that position, probably we would have been gobbled up."
"You did not try to land there?"
"No, thank God, I did not."
"You did not follow up that cue and find out at that time whether insurgents were there, did you?"
"Perhaps it is lucky I did not."

"Perhaps it is lucky I did not." "Don't you think perhaps it might have been lucky if you had?"

"No, I do not think so." "You did not know really who was present there at that time?" "Personally I did not know, only in the "Personally I did not know, only in the light of what I subsequently heard," "Did you not, in fact, finally accept the dispatch of the department to remain off Santiago, and so indicate in telegrams and

signals, without yourself acquiring any

further information as to the whereabouts of the Spanish fleet?" A controversy over the use of the word "remain" took place between Mr. Raynor and Captain Lemly, pending the settle-ment of which court adjourned for lunch-

Order From the Department. After recess Captain Lemly repeated

the modified question pending when the court recessed, as follows: "Did you not accept the order of the department as requiring you to return and remain off Santiago?"

"After coaling, finding that the sufficiency of the squadron was established nearer on a basis of equality and as we were not a great distance from Santiago I returned, in view of the suggestion of the department, to that port to ascertain definitely whether the enemy was in port, before proceeding to the westward. Upon our return we discovered the Spanish "After you stopped May 26, when the

Merrimac's engines broke down, do you remember whether you started again un-til 4 P. M., May 27?" "We attempted to get a line aboard and

my impression is we did not get under way until after 4 o'clock." Referring to the signal of the Texas on May 27, saying, "We can try," in response to the inquiry whether she could coal, Admiral Schley said that the Texas did make the trial and that she had not only succeeded in coaling, but she had succeeded in doing some injury to her-self and also to the Merirmac in the transaction. The damage was not great. but it indicated that there was reason for the doubt which Captain Philips' sig-nal had indicated him to be in. He also said that the collier Merrimac had used her own steam in going to Santiago on the return after the retrograde movement. He placed the Brooklyn's position on the first arrival off Santiago at 20 miles southward.

Captain Lemly-If, having brought the flying squadron to the vicinity of San-tiago and having in your possession a dispatch from the Navy Department dated May 25, 1898, which directed the Harvard to proceed at once and inform you and also the senior officer present off Santiago, "all department's informa-tion indicates Spanish division is still at Santiago," state whether you did not, with this dispatch in your possession from the department, signal "Destination Key West," without consulting the com-manding officers of the several vessels

composing your squadron?
"I did not get the dispatch until the 27th of May, although dated the 25th at Washington, and I did not hoist the signal afterward, for the reason, as I stated a little while ago, that the information in my possession at that time from Can Sigsbee, the positive assertion that the Spanish squadron was not there, supported by the testimony of Nunez that they could not get in on account of certain difficulties of draught and narrowness of channel, I considered then that I had to act on my own responsibility. I did not call the commanding officers on board, for, as I stated in my direct testimony, I was always ready to assume the responsibility for any movement that might involve censure rather than throwing myself back upon anybody else. That was the motive and

reason for this action." The Admiral says that he had in his possession the department's communication of May 25 on May 27, when he had again signalled, indicating a purpose to go to Key West.

In response to an inquiry he said he thought he had confided to Captain Cook purpose in returning to Key West, he could not recall certainly that he

Condition of Coal Supply. Asked about the condition of the coal supply at 3:55 P. M., May 27, when a dis-

patch was sent from him saying that half the squadron was out of coal, he said that evidently there was an error in that dispatch; that while the original as written read that way, he could not have dictated it, "because," he said, "that was not true." Continuing his interrogations concern

ing the coal supply, Captain Lemly asked: "What was then the condition of "She had 4000 tons of coal aboard, but she was disabled," replied the witness.
"When you started on the retrograd-

movement did you not take with you all the United States vessels there and leave the port of Santiago unguarded?" "No, we did not leave the immediate vicinity upon the 26th. We were south of the harbor 15 or 18 miles." "But when you did start to the westward, did you not take all the ships with

"I don't recollect exactly. The St. Paul must have been with us."
"When did you send the St. Paul back?" The Admiral said he had sent the St. Paul back May 27. He had not with-drawn the scouts further than he found

He was closely questioned as to why on May 27, he reported that he was "absolutely unable to coal the Brooklyn. He said it was owing to the motion of the ship. He also added that she did not need coal and he did not try to coal

"What was your particular purpose in reporting to the department that you had been absolutely unable to coal the Brooklyn, when the Brooklyn did not need coal?

"Simply because if we had wanted to, we could not have done so."
"Was the Brooklyn the only vessel in your squadron having more than suf-ficient coal to reach Key West?"

the department, in which he said that the Brooklyn was the only vessel of the flying squadron which had more than coal enough to carry her to Key West, was again introduced in evidence.

Captain Lemly next called attention to the fact that Commodore Schley had cabled the department that it was impossible to coal to the leavard of Cape Cruz.

sible to coal to the leeward of Cape Cruz, owing to the southwest winds, and in response to a request for his reasons for sending such a message, the Admiral replied: "Because it was a perfectly open port and there were occasional southwest winds. It was the approach of the bad season, and doubtful west winds kloked up a very heavy sea inshore." "Did Captain McCalla suggest Cape Cruz as a practical place to coal?"
"I do not remember that he did. I think

McCalla's information to me was that under the lee of the Haytien coast was the best possible position.' Cotton Not Concerned.

"Captain Cotton had testified that he was not concerned about his coal supply and that he could get coal at Kingston or Port Royal, whither you sent him. In view of this, what have you to say of your statement in the dispatch of May 27 to the department, that the Harvard 'just reports to me she has only coal enough to reach Jamaica'?" Because that was the statement Captain Cotton made to me."

"Then you differ from Captain Cotton

particular?"
"Yes. That is a decided difference. I remember that he was very greatly con-cerned about it. Those vessels burned 150 tons a day almost, in turning their engines over, and I am not surprised that their commanders were anxious about the

as to the terms of the statement in that

coal supply."

Admiral Schley was closely questioned as to why he had cabled the department that he would coal off Gonaives, when a day previously he had reported that he not coal there any vessels except ships. His answer was: "I could small ships. His answer was: "I could not coal in the harbor of Gonaives, but I thought I could coal off the coast."

"Why did you, on May 28, wire the department, urging that two colliers be sent to Gonalves to hasten the coaling of all vessels?" "Simply because I thought they would

lie off the coast, as the others had done. had no thought that the department would send them into the harbor. "Why did you suggest, on May 29, that Admiral Sampson's squadron be sent to

relieve yours? That is, in a telegram to the department, I call your plan to go to Gonalves for coal?" "Simply because I thought it would be very unwise measure to leave the port unblockaded."

"Why did you, at Santiago, confer with Captain Sigsbee, instead of Captain Wise, the senior officer?" "Really, until afterward, I did not remember that Captain Wise was the senior

"Why did you not have all three of the Captains of the scoutboats on board?"
"I called Captain Sigsbee on board, and thought the information he gave from the others was quite conclusive." "Don't you think it would have been a

them, and to have consulted them?" "I think it would have been wiser of them had they given me the information they had without consultation." "You say that either Captain Wise or

wise measure to have had all three of

Captain Jewell failed to give you infor-'I do not mean to say they failed in the offensive sense, but I say that they did not do so. They were within signal

distance of me." "When they were within signal distance why did you not signal them to come on

"Simply because it is the duty of a junior always to report what information he has to his senior without request. When Captain Sigsbee assured me that neither Captain Wise nor Captain Jewell had seen or heard anything of the Spanish ships. I accepted that as their assurance, and I understood, in my conversation with Captain Sigsbee, that he conveyed it in that sense." The Retrograde Movement.

At this point Admiral Schley's attention was called to the statement made by him in his examination in chief, that in making the retrograde movement, the Brooklyn had steamed about 28 miles. After reading the entry in the log covering this subject, he said it indicated that the flagship really had sailed 22 or 33 discussion of the question of the distance miles. He added that in his former answer he spoke from memory.

Admiral Schley was then questioned Admiral Schiey was then questioned as to the time when he had sent the Cuban pilot, Nunez, on shore to the westward from Santfago. He replied that, acarbac a half or four miles. We were always a half or four miles. We were always a half or four miles. cording to his recollection, the pilos had gone ashore on the 31st, yet he admitted that this might have occurred June 1. Captain Lemly then called the witness' attention to the fact that it was May 29 that he had seen the Spanish ship Colon

in the harbor, and also the bows and masts of the other vessels, and added:

Then two days before Nunez landed you knew that at least some of the fleet was there?" to which Admiral Schley repited in the affirmative. In response to another question, Admiral Schley said that Nunez had gone on board the Brooklyn first Mdy 26, and stayed until the next day, and then had asked that he might return to Jamaica in the Harvard for papers or letters. Continuing, he said that the pilot had returned to the Brooklyn in the Harvard

May 31, after his visit to Kingston, Captain Lemly then asked: "Why dld you not, when he came on board May 26, land him and obtain the information from the insurgents?" Simply because the information which

he gave me at that time was so positive in its character that the enemy could not get into the port that I did not feel t was necessary to send him ashore," replied the Admiral. Captain Lemly-That information was

positive in its character, but it was not of his own knowledge? Replying, Admiral Schley said: "It was within his knowledge as an expert pilot of the port." Captain Lemly-You were not afraid of

his betraying you?
Admiral Schley—I had no idea of that.
I was surprised to hear Sigsbee or Cook
that they were suspicious. He did not seem to me to justify such an opin-Dropping the matter of the Nunez re-

port, Captain Lemiy asked: "When you returned toward Santiago upon the afternoon of May 28, was it because you believed the Spanish squadron was there or because you intended that day to determine whether or not it was there?" 'I intended to decide the matter as well

The Commander's Intention. "You had then determined to ascertain definitely whether Cervera's fleet was in "Yes, that was my intention.

"Why, on that day, then, and after hav-ing coaled the Texas and the Marblehead, and before you had seen the Spanish ships, did you signal that you would keep off Santiago until further orders?" "Simply because, if not found there, 1 vould do so."

"You did not make that condition in "I did not." Replying to further questions, Admiral Schley said that he considered that his

blockade of Santiago had begun May 28, and then Captain Lemly asked: consider that in commencing your block-ade then you complled with the order received on the 23d and acted with all dispatch, as required by that order?" "In view of the information I had when I arrived off the port, yes."

After discussing dispatches received during the first few days after the arrival

of the flying squadron off Santiago, in the course of which Admiral Schley said "If you take the circumstances of economical steaming, probably not, but if you were to take into consideration all in that vicinity if he had not found the the circumstances of services likely on Spanish fleet there, Captain Lemly asked: "What were the orders to the deck of the Brooklyn and the other ships the circumstances of services have the circumstance of

# WOMAN'S KIDNEYS

Thousands of Women Have Kidney Trouble and Never Suspect It.

To Prove What the Great Kidney Remedy, SWAMP-ROOT, Will Do for YOU, Every Reader of The Oregonian May Have a Sample Bottle Sent Free by Mail.

Among the many famous cures of to perform her necessary work, who is Swamp-Root investigated by The Oregonian, none seem to speak higher of the wonderful curative properties of this great kidney remedy than the one we publish today for the benefit of our readers.

Mrs. H. N. Wheeler, of 117 High Rock St., Lynn, Mass., writes on Nov. 2, 1900: "About 18 months ago I had a very severe spell of sickness. I was extremely sick for three weeks, and when I finally was able to leave my bed I was left with excruciating pains in my back. My water at times looked very like coffee. I could pass but little at a time, and then only after suffering great pain. My physical condition was such that I had no strength and was all run down. The doctors said my kidwas all run down. The doctors said my kid-neys were not affected, and while I

Dld Net Know I Had Kidney Trouble,

Addrey Irouble,

I somehow felt certain that my kidneys were
the cause of my trouble. My sister, Mrs. C.
E. Littlefield, of Lynn, advised me to give Dr.
Klimer's Swamp-Root a trial. I procured a
bottle and inside of three days commenced to
get relief. I followed up that bottle with another, and at the completion of this one found
I was completely cured. My strength returned, and today I am as well as ever. My
business is that of canvasser, I am on my feet
a great deal of the time, and have to use
much enersy in getting around. My cure is
therefore all the more remarkable, and is exceedingly gratifying to me.

MRS. H. N. WHEELER.

Swamp-Root will do just as much for

Swamp-Root will do just as much for any housewife whose back is too weak



MRS. H. N. WHEELER.

How to Find Out litused to be considered that only urange bladder troubles were to be traced to the kidneys, but now modern science proves that nearly all the beginning in the disorder of diseases have their beginning in the disorder of Swamp - Root. these most important organs.

The kidneys filter and purify the blood—that

is their work. So when your kidneys are weak or out of order you can understand how quickly your entire body is affected, and how every organ seems to fail to do If you are sick or "feel badly," begin taking the famous new discovery, Dr.

If you are sick or "feel badly," begin taking the famous new discovery. Dr. Kilmer's Swamp-Root, because as soon as your kidneys are well they will help all the other organs to health. A trial will convince any one.

Many women suffer untold misery because the nature of their disease is not correctly understood; in most cases they are led to believe that womb trouble or female weakness of some sort is responsible for their many ills, when in fact disordered kidneys are the chief cause of their distressing troubles.

Neuralgia, nervousness, headache, purty or dark circles under the eyes, rheumatism, a dragging pain or dull ache in the back, weakness or bearing down sensation, profuse or scantry supply of urine, with stong odor, frequent destire to

matism, a dragging pain or duli ache in the back, weakness or pearing down sensation, profuse or scanty supply of urine, with strong odor, frequent desire to pass it night or day, with scalding or burning sensation—these are all unmistakable signs of kidney and bladder trouble.

If there is any doubt in your mind as to your condition, take from your urine on rising about four ounces, place it in a glass or bottle and let it stand twenty-four hours. If on examination, it is milky or cloudy, if there is a brick-dust set-

tling, or if smal particles float about in it, your kidneys are in n ate attention. Other symptoms showing that you need Swamp-Root are sleeplessness, dizziess, irregular heart, breathlessness, sallow, unhealthy complexion, plenty of am-

bition but no strength.

Swamp-Root is pleasant to take and is used in the leading hospitals, recommended by physicians in their private practice, and is taken by doctors themselves, because they recognize in it the greatest and most successful remedy that science has ever been able to compound.

If you are already convinced that Swamp-Root is what you need, you can purhase the regular fifty-cent and one-dollar bottles at the drug stores everywhere. EDITORIAL NOTICE—Swamp-Root the great Kidney. Liver and Bludder remedy, is so remarkably successful that a special arrangement has been made by which all of our readers who have not already tried it may have a sample bottle sent absolutely free by mail. Also a book telling all about kidney and bludder troubles and containing many of the thousands upon thousands of testimonial letters received from men and women cured by Swamp-Root. In writing, be sure and mention reading this generous offer in Portland Daily Oregonian when sending your address to Dr. Kilmer & Co., Binghamton, N. Y.

steam during the nights of the Spanish 1:46 3-5. blockade?"

"I think that was outlined in the fact agra second, Wild Bess third; time, hat the Brooklyn led." that the Brooklyn led."
"What were the orders given to the "I do not know. My usual method was to say to the Captain what I wanted him to do, and he embodied that in his night

orders. Captain Lemly here led Admiral Schley over some of the ground covered in the Admiral's examination in chief, about the of the blockading line at Santiago from Morro Castle. On this latter point he asked: "Were you more than four miles

nearer at night than in the daytime."

Captain Lemiy then asked if the picket boats were not two miles inside squadron. Admiral Schley replied in the affirmative, and added: "I think it would not have been difficult at night to see them. Nights were pretty clear there for some time. I invariably looked for the pickets before going below. "Did you designate the formation of the

squadron under your command prior to a line of battle?" "Yes, I was in line of battle all the "Did you discuss with any of your Cap

tains your plan of battle as outlined in your evidence in chief and the changing from column to line of battle?" "I do not really remember the full extent of the discussion, but it was a general explanation of the plan. Why that is because Captain Evans said to me: 'Then you propose to charge into the entrance,' and that would lead me to infer that there might have been some explanation because that was the purp If we were in line or column of battle off the harbor and the enemy should ap-pear a wheel would bring us in line directly for them, and another wheel would bring us east or west, if they turned east or west. That occurred to me as a very facile and mobile movement. ron was small, and I had to keep it to-

gether as a unit." At this point Admiral Schley complained of sensitiveness in his throat, and the court adjourned, 10 minutes in advance of

the usual time, until 11 o'clock tomorrow. THE DAY'S RACES.

Races at Lakeside. CHICAGO, Oct. 29.-The Lakeside re-

Five and a half furlongs-Miss Hum von, Fademeny second, Tom Waliace third: time, 1:09. Six furlongs-Emma R. won, Stren Song econd, The Butcher third; time, 1:15 3-5. Mile and an eighth-Orontas won, Re-seda second; time, 1:54 3-5. Hermenica

disqualified. Three starters. Mile and 50 yards—Lennep won, Telamon second, Charile Moore third; time, 1:44 4-5. Five and a half furlongs-Golden Glitter Autumn Leaves second, Hoodwink third; time, 1:08 3-5. One mile-Andes won, Eva Rice second,

Free Pass third; time, 1:41 2-5.

Races at St. Louis. ST. LOUIS, -The Fair Grounds results: Five furlongs, selling-Lynch won, Caret second, Called Back third; time, 1:00%. Seven furlongs, seiling-Nannie Nolan on, Rabunta second, Salinda third; time,

Six furlongs, purse-Terra Firma won. ubus second, Tabytosa third; time, 1:19%. Mile and a sixteenth, purse-Patroclus on, Albert F. Dewey second, Wine Press third; time, 1:47%. Six furiongs, selling—Ed L. won, Nearest second, Sard third: time, 1:14.

One mile, selling—Guide Rock won, Dei-

NEW YORK, Oct. 29.-The Aqueduct

Six furlongs, selling-The Rogue won, Lamp o'Lee second, Cherries third; time,

each side of the Morro they were to The Amazon second, Althea third; time, Five furlongs, selling-Bijon won, En-

> Six furlongs, selling-Glen Nellie won, Jack McGinn second, Kingstelle third; time, 1:15. Five and a half furlongs-Ice Water won, Bessle McCarthy second, Dewey third; time, 1:02 4-5.
> Mile and 70 yards-G. Whittier won, Tuct

second, Hot third; time, 1:47,

Ruces at Latonie CINCINNATI, Oct. 23.-The Latenia One mile, selling-Badge Bell won, Elbe scond, Economic third; time, 1:42% Five and a half furlongs-Our Jess

won, Myrtle Dell second, Lady Bruckway third; time, 1:00. Six furiongs, selling—Horseshoe Tobacco won, Lady Kentuck second, Myrile Van third; time, 1:14%. mile - Johnny McCarthy won

Charlie O'Brien second, Henry Bert third; Six furlongs selling-Hunter Pains won St. Hera second, Moderator third; time,

squadron under your command prior to One mile, selling—Winter won, John June I, when blockading off Santiago, as Grigsby second, Maple third; time, I:42.

Hard Fibre Trust. WILMINGTON, Del., Oct, 28-It is announced here that a charter will be is-sued at Dover to a combination made up of the Vulcanized Fibre Company and the Karearvart Manufacturing Com of this city; the American Hard Fibre Company, of Newark, Del., and the Lattimer Fibre Company, of Boston, with a capitalization of \$4,000,000. This, it is stated, will leave only two hard-flore con-

cerns in the country outside the combina

Bitten by a Mad Dog. COLORADO SPRINGS, Colo., Oct. 28 --Miss Kate Land and seven children were diten in West Colorado Springs today by a dog which showed symptoms of hydro-phobia. The dog belonged to E. F. Me-Auliffe and three of his children are among those bitten.

## from Liverpool. Sailed-Cevic, for Liverpool; Kron Prinz Wilhelm, for Bremen, via Plymouth and Cherbourg. SEASONABLE HINTS

New York, Oct. 29,-Arrived-Curie

Guard Your Health in Fall and Early

attended with more danger than from a cold to a warm temperature, hence the greater mortality from lung and throat diseases at this season of the year as compared with Spring. The best protection against colds is not

gestion. If the digestion and circulation are good, colds will be unknown. Poor digestion causes poor circulation of the blood and when in this condition severe colds are contracted on the slight-

so much in extra clothing as in good di-

est provocation. taking Stuart's Dyspepsia Tablets after meals are free from colds, simply because their digestion is perfect, the heart strong and regular, and the whole system forti-

fied against disease.

It requires little argument to convince anyone that the best safeguard against colds, pneumonia and changes of tem-perature is a good stomach.

Stuart's Dyspepsia Tablets taken after meals are dissolved, and, mingling with the food, cause it to be promptly digested second, Charles D. third; time, and assimilated: they do this because they contain nothing but harmless digestive elements, which digest meat, eggs and other foods even when the stomach

and other foods even when the stomach itself is weak and flaccid. Stuart's Dyspepsia Tablets make people well and keep them well, and the best habit you can acquire is to keep daily use of them at meals to make the diges-Mile and 70 yards, seiling-Fatalist won, tive organs strong and vigorous,