THE MORNING OREGONIAN, THURSDAY, OCTOBER 31, 1901.

LONG ORDEAL IS OVER of the Brooklyn was swing hard aport in order to make the loop, the helm was put alternately to port and starboard, in order to meet the movements of the enemy's ships. "It was difficult," he said, "at that time

CROSS-EXAMINATION OF ADMIRAL SCHLEY COMES TO AN END.

Judge-Advocate-General Will Put About Fifteen Witnesses on the Stand for Rebuttal,

(Continued from First Page.)

July 2, when the suspicious movements were seen in the harbor of Santiago, the witness said he talked with Captain Cook about the advisability of coupling up the enginess It was decided not to do so. He posed the ship was always ready for ortic. Admiral Schley's attention was called to Captain Cook's testimony that on the night of July 2 he turned in with no intimation that the fleet would come out. The witness said that Captain Cook's statement was not in any sense incon-sistent with his. He had no intimation that the fleet would come out. The cross-examination of the witness on

the battle of Santingo began with a ques-tion as to what the first move of the ooklyn's helm was after the enemy's ships were sighted coming out. "I think," said Admiral Schley, "she was lying with her head to the westward

of north, and her first movement was to port, bringing her head up off the enemy." "If you can give it more machinglic "If you can give it more specifically, would you any it was westward of north or northward of west? In other words, was it northward or northwest?"

"In my direct testimony I think I said the was headed in the direction of Cabanas, which was a little cove of the har. bor, and it would be impossible for me to say whether she was headed northwest. I merely judged by the general bearing o the land that it was about northwest."

The Brooklyn's Turn.

"I understood you to say that Captain ook first gave the order to port the Lemly. The witness replied:

"No; that was at a different period of He gave the order first to port. Later, when we were making the turn, not at this minute, I think Mr. Hodgson gave order "But after making the turn he first gave

the order to port the helm, and, if I re-member correctly, you did not say whether that was hard aport at first or whether it was simply to port."

When I asked him, 'Is your helm hard aport? his reply was either 'Aport' or 'Hard aport,' but by the way the ship was swinging at that time I assumed that it was hard aport, because she went around

uriously rapid "Did you regard this as a very important

I think it was the movement that declded the events of that day." "Did you mention this maneuver in you

report of the battle?" "No, because I did not know that it was going to be a matter of question. It struck me that as it was merely an inci-

dent in the battle, we secured an advan-tage that could never be questioned." "But you regarded it and directed it as an important tactical maneuver?" "Since it has come up for discussion, I

regard if as a very important one." "Then, if I understood you, Captain Cook, as commanding officer of the Brook. lyn, gave this order without consulting

you as Commander-in-Chief?" "Only under his general instructions in going in. I stated to him what I wanted turned.

him to do." "What was that?"

The signal was holsted for close action or close up, and that meant that he was to keep somewhere about 1000 yards from the enemy, so as to be outside of her tor-"Being on deck and fully aware of the

misson of this report, which continued for some time. The Judge Advocate charged that Mr. Raynor's purpose was maneuver, being senior officer, do you consider that full responsibility for that maneuver rests on you?" to interfere with the cross-examination. Admiral Dewey finally put an end to the discussion by saying if there was no ob-jection to bringing in the report at another time, it could be brought in at this report. Theremes Canton Lomiy Absolutely; because, even if I did not

give it directly, I approved what the Was any order-I assume it would have this

this point. Thereupon Captain Lemly withdrew his point. been by signal if given at all-given from the Brooklyn with regard to the direc-tion in which the other vessels of the he said. "It is for the purpose of de-stroying the order of the cross-examinafleet should turn in order to secure unltion, and that is now already accom-

plished. He has already accomplished all the damage he can do." They had made their turn, and it was

begun at the beginning of the morning session of Monday. Captain Lemiy said: "I have no further questions." He turned to Mr. Raynor, who said: We have not a single question." "The court has a few questions," said

Admiral Dewey. At the conclusion of the cross-examinato say whether they meant to go between the Texas and the Brooklyn or the other

You stated in your explanation that on making the turn you did not see the starboard of the Texas?"

pear to be three reasons why you made the turn. Why did you make that turn?"

"As I already stated in my direct tes

timony, there is another very much more important reason which you have not asked, and that was that the ship might

continue in action and beat the enemy as we did. That was the controlling one

more about it. I have them in mind

have stated in relation to the Senate

"Did you have each of these various

cument that the matter was prepare

very hurriedly, and here I stated the gen-eral purpose the movement was intended

"Bid you have each of these varia asons in mind at the time?" "Probably all of them and others,"

The Guantanamo Report.

The Judge-Advocate then took up Ad

ay, July 6, 1898, and he was questioned

ing and then the following sentence:

oursuers."

You wrote that?"

"It was sent and returned."

department July 10, saying in substance that he did not desire to assume entire credit for the victory of July 3 and that the victory belonged to the fleet under the command of Admiral Sampson. In reply to a question from Capital Parker, he asid he had taken the discretch to 4.4. "I did say so, absolutely." Admiral Schley, in response to a ques-tion, said he never heard of the Texas incident until six months after the battle He had been under the impression until he said he had taken this dispatch to Admiral Sampson, "who stated that he was very glad that I had sent it and thought later that the starboard engine of the Brooklyn was backed to facilitate the turn. He recollected distinctly that he warned Captain Cook, as the enemy apit was very generous." "Who was generous?" "I, of course." proached, that they were going to ram him. He was closely questioned as to the order which went below "to stand by Questions by the Court. The questions of the court, with Ad-miral Schley's answers, were as follows: "While off Cientuegos, could you see the shore to the westward of the ento ram." In answer to a question he said he supposed the captain had given the order. He was not certain. His attention was called to a letter of June 13 trance so distinctly that you were able to form a clear idea of the practicability 1900, written from the South Atlantic station, in which the Admiral was quoted as saying that the turn was made to avoid the last attempt of the Vizcaya to ram,

of making a landing place?" "Yes, I think I did." "Was there any reason why you could not send a boat inshore to obtain informabut as the letter could not be produced a tion about Cervera's squadron from the fishermen or other persons who could be communicated with?" "There were no fishermen that I dis-

the time, he was not questioned upon it. His attention was next called to his let-ter to the Senate, in which he said the turn was made to avoid blanketing the fire of his own ships, and also to his statement in examination in chief that he had not invest because in do. covered anywhere along that coast. I saw none. I saw no boats." "Lieutenant Hood testifies very posi-tively to a conversation you had with him at Cienfuegos. Can you say if any such conversation took place?" "I stated under a mistake that it was Lieutenant Wood, the names being so nearly alike, but what I testified to in my direct testimony touching that matterr ap. he had not turned to port because to do so would have brought the ship into dan-gerous proximity to the attack of the enemy's vessels and exposed her to posble torpedo attack or ramming, "Now," said Captain Lemly, "here ap-

direct testimony touching that matterr ap-plies with equal force to Lieutenant Hood, I cannot recall one single word that Mr. Hood said to me or any conversation I had with him."

had with him." "Had Admiral Cervera left Santiago for some point to the westward at the time you left Clenfuegos, could not his squad-ron have passed between your ships and the shore without being seen by you?" "If it had been night, probably yes; in the daytime, I think not." "Have you stated that?" asked Captain "I never stated that because I thought was evident. I stated it for three or our reasons. We could perhaps conjure

"What was your reason for going over twenty miles to the southward of San-tlago, instead of direct to the harbor's mouth, May 267"

"Because I laid the course for that point, supposing that if the squadron were still out or had got out coincident with my leaving, then they would run to the southward with they would run to the southward, with the view of giving

me a larger horizon." "Was it not possible for your squadron to blockade Santhago on May 26 for a few days and still have coal enough to

run to Key West?" "Yes, if I had known then, as I knew miral Schley's report of the battle made to the Department, dated Guantanamo subsequently, that the fleet was there." "Did not the order under which you "Did not the order under which you were acting require you to remain off Santiago?

Hay, July 6, INS, and he was questioned concerning the statements made therein, attention being called to the statement that after the Vizcaya had struck her colors the signal was made to cease fir-"Possibly, yes; but I do not think that the order given me was to deprive me of all discretion in the matter if I heard to the contrary. "The Oregon having proved vastly faster than the other battle-ships, she Was not the situation at Santiago May

26 such as to warrant you in taking con-siderable risk in coaling the ships of your squadron?" and the Brooklyn, together with the Texas and another vessel, which proved to be your flagship, continued westward in pur-"I think that the risks would have been sult of the Colon, which had run close in very great, would have been too great, in shore, evidently seeking some good spot to beach if she should fail to elude her

my judgment. We probably would have lost the collier, and, under the circumtances of my information there, I felt that that ought not to occur.'

'Yes," replied Admiral Schley, "and I Coaling of the Scouts. can explain the whole thing if you will "Did not Captain Cotton in form you that dmit a preliminary report that was rethe Harvard had coaled at Mole St. Nich-"I have no objection to your preliminary olas, and that one large ship at a time could coal there in ordinary weather?" "No: I do not recall that. I did not reeport unless it comes under the rule that t was not sent."

member that he said anything about coal-ing at Mole St. Nicholas. His informa-A discussion at once arose between Cap-tain Lemiy and Mr. Raynor over the adtion to me referred mainly to small ves

sels, as I recollect it." Admiral Benham-He said nothing about the Harvard coaling, did he? "I do not remember that he did." "Were the injuries to the Merrimac's

engines, as reported to you, of such character as to convince you she w hopelessly disabled?"

Yes; they reported to me that her intermediate valve stem was broken. Of course, not being an engineer, I took it for granted that she was hopelessly dis-abied. I sent the chief engineer on board the next morning, early, and he reported to me that her repairs would require some

that the said senior officer had knowledge "McCalla testified that he directed him to communicate to me information of the situation and I, of course, took it for granted that if he had anything import-ant he would have notified me of the feat mitheut me trouting."

fact without my inquiring." "Did the flying squadron, when on blocktion, there was placed in evidence the telegram sent by Admiral Schley to the ade off Cienfuegos, ever steam in toward the port between 8 P. M. and 4

A. M?' "My general impression now is that the steaming of the squadron was principally in a direction to the southward and westward, to prevent us from drifting in. We maintained, or tried to maintain, a position closer at night than in the day time."

"What effort did you make at or near Clenfuegos before the arrival of the Adula to discover whether or not Admiral

Cervera's squadron was in that port?" "I did not make any, because I w waa led to infer that the coast was occupied and that to have sent in a party would have brought disaster to them. I knew of the cable-cutting expedition and I knew that Captain McCalla had lost quite a number of men, and I supposed that the coast was occupied. I saw evidence onc

"Did any of your light vessels scout between the flying squadron and the south coast of Cuba with the view of discov-ering the Spanish squadron in the event of its having left Santlago for Clenfue "No."

The Sigsbee Report.

"Did you consider Captain Sigsbee's report that he had not seen the Spanis. squaaron and the Pliot Nunez' statement that the Spanish ships were too large to enter the harbor of Santiago, proof that the information given you by Captain Mc-Calla on May 24 that the Spanish force under Cervera had been reported authori tatively in Santiago on May 19 and that they were still reported there on the afternoon of May 24 was erroneous?"

The Admiral commends the bravery of "I do not recollect that he gave me that; if he did I do not recollect it at all." all the American officers and crews en-gaged in the fight, and recommends the "If you were governed in making the commanding officers for gallant and merretrograde movement by the motives you have stated here, why did you send to itorious conduct and for the superb handling of their ships. Then follows the department the dispatch of May 27, some routine matter, giving the Spanish 1898, which you gave to Captain Cotton to send in cipher from Kingston?"

and the casualties. "That is a very difficult question to answer." Admiral Ramsay-You gave four mo-

tives for the retrograde movement. Those motives do not appear clear to me. "I telegraphed mainly regarding the coal

supply, because I imagined that that would be the most important motive, in view of the fact that the ships might not sity of Nevada lost a hard-fought game to the University of California by a score have a sufficient coal supply. I do not know that I gave any reasons for it. I of 12 to 0. All California's points were made in the second half, Flerce playing did, in a subsequent dispatch to the department, stating that the movement to the westward had been for a certain ob-

fect. "When you designated the New Orleans as one of the vessels to take part in the

bombardment of May 31, dld you know the range of her six-inch guns? Captain Folger has testified that the New Orleans fired at ranges varying from 8000 to 10,000 yards." "Yes. I knew that the guns were of

pleces. The visitors relied mainly straight bucks for advances, while extra caliber; I think of about 50 caliber, and that their range was very much longer than the shorter guns of 40 call

"If it were your intention, on May 31 to open fire with three vessels only with a view of developing the batteries, why did you, at 11:20 A. M. of that date, make signal to the squadron, 'The Massachu-setts, New Orleans and Iowa will go in after dinner to a distance of 7000 yards and fire at the Cristobol Colon with eight.

10, 12 and 13-inch guns, speed about 10 knots'? "I intended that the heavier guns of course, should be directed at the Colon, and afterward I determined to make an-

other signal to the New Orleans when I got on board, which I did." of Columbia University and Haverford College met at the Polo Grounds this "During the engagement of May 31 could you tell whether those heavy pro-jectiles came from the batteries or from afternoon, and the Pennsylvania men were defeated by a score of 29 to 6.

the ships in the port? Result of the Reconnoissance.

"I judged mainly by the range, and as I saw two or three, I imagined or supposed that the heavier ones, which passed us far beyond, must have been from a very much heavier caliber than those in the battery. I thought at that time, after the reconnoissance, that the guns in the battery were six or possibly eight-inch,



tice 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.

Write your full name Postoffice County. State 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 weight? Have you lost in weight? trouble from which you are now suffering? How long has your trouble existed ? What name was given the disease?

YOUR HEART-

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

1

Consulting

Physician:

J. H. Montgomery, M.D.

YOUR EYES-

YOUR HEAD-

guard and tackle. In the second part of the game the home team's weak places were strengthened, while Nevada went to Weak or watery?....Smart or burn? ... Ache?....Spots before them?..... Inflamed?.....Wear glasses?..... ome team proved to be vastly superior YOUR NOSE-

Head hot or feverish?.....

Headache? How often? De-

scribe it? Vertigo or dizzy spelis?

In punting abilities. A sensational fifty-yard run by Whipple, of Berkeley, earned the first touchdown. Overall kicked the Is it dry? Watery? Stopped up? Bad odor ?.... Crust form? Bleed goal. Captain Womble, of Berkeley, made the second touchdown with an end easily ?.... Sense of smell impaired ?.... Lost? ... And pain in it? ... Sneezing ? .. R. C. Gordon, manager of the University of Princeton football team, has wired I. J. Muma for a game with the University

YOUR EARSof California Christmas. California's ac-

Do they itch? Ache? Run matceptance will depend upon the outcome of the contest with Stanford University ter?.... Bealings or risings?.... Ringing or buzzing noise ... Both ears? ... Hearing impaired?....Lost? How long ? ... Cause of it? How far can you hear NEW YORK, Oct. 20 .- The football team

Dry or parched?.....Tickling?.....Get sore often? Hawk and spit? Mat. ter drop from head? Tonalls enlarged?.....Voice clear?....Hoarse?...

endance at the second day's racing of the YOUR MOUTH-

YOUR CHEST-

Newmarket Houghton meeting to witness the contest for the Cambridgeshire stakes, the principal event of the meeting. The

Bad taste? Foul breath? Ulcers or sores?.... Tongue coated ?

Pains? Locate them? Cough? ...

Hacking? Deep? Raise phlegm?

Corruption?..... When do you cough

most?......Soreness in chest?......Full-

breath? Wheezing? Paroxysms of

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Great numbers of people suffer from

the malign poisons of catarrh, as from

their affliction. The symptoms above have

or send them to Doctor Copeland, Con-

sultation free of all charge.

asthma? How often?

ness? Night sweats? Fevers? ...

YOUR STOMACH-Appetite good or bad? Pain? Dis. tress?....Bloating?....Rifting or belch. ing? Vomiting? Sick stomach?

YOUR BOWELS-

Regular? Constipated ?..... Diarrhea? Chronic? Flatulency? Pains? Griping?

YOUR LIVER-

Heartburn?

Feel miserable? Diazy ? No energy ?.... Tire easily ?.... Low spirited ? ... Bad color? Yellow? Spotted? Eyes yellow? Dark under your eyes? Tenderness over liver? Pain under shoulder-blade?.....

YOUR KIDNEYS-

Pain in back? Painful urination? Urine scanty? Profuse? Pain? High colored?......Too frequent?...... Cloudy?....Any sediment?....Any blood

Can you assign any cause for 11? Have you ever had any serious illness before? ... What was it? How long ago? Did

in urine?.....

a watch tick?..... YOUR THROAT-

the Brooklyn's was made." "And that was the purpose of the loop?"

"It was one of the reasons for it. It was to avoid that at a crucial and critical time of the battle, when the fire of the battle-ships was so absolutely impor-tant. The movement, of course, had two purposes. First, to avoid that; and second, to continue the action. The New York being entirely absent, the Brooklyn that day had to take a very important lead, and if we had sacrificed her we have lost the battle."

What indication did you give to the other wessels of the fleet to show the disction in which the Brooklyn was going to turn or was turning?"

I did not make any, because I did not think we were on the dangerous proximity to any: but, after we turned, signal was made to follow the flag, and they followed it. Of course, the direction they should take was indicated."

Orders to the Fleet.

Asked where he had heretofore, before the beginning of this inquiry, mentioned that he had during the battle given the signal "follow the flag" Admiral Schley replied

"I think I have kept my mouth pretty close on all these subjects, and do not recall speaking of this incident. I disrecollect giving the signal, and was fiying for 20 minutes." tinctly

'Did the Brooklyn stand in and attempt to sink the Spanish fleet in the channel "I started in at first to help the other essels and to stop them. I never had

any idea that they would get away." Continuing, he said in reply to ques tions, he estimated that the Brooklyn had to within from a mile to a mile half from the mouth of the harbor and was within range of the shore bat teries. He thought that from 12 to 14 minutes the flagship had been within range of less than 3000 yards from the tories. Spanish ships. "They looked very close," said

When the Spanish ships succeeded in getting out of the harbor without be sunk in accordance with orders, what al-ternative was there but to chase them?"

"There was no alternative-no other purse was open, but much depended upon the character of the chase. Whether it was made in the proper way, and was effective was one thing while a poorly con-ducted and ineffective blockade would have been another thing,"

The Admiral said in reply to question that while several of the vessels had failed to join in the chase, leaving the work after the sinking of the Teresa and the Oquendo to the Brooklyn and Oregon, this was because they could not

follow at the pace set by the Spaniards. At this point Captain Lemiy introduced the following paragraph from Admiral turn was made?" Schley's report, dated Guantanamo, July

"Since reaching this place and holding versation with several of the Captains, viz.; Captain Eulate, of the Vizcaya, and the second in command of the Colo mander Contrees, I have learned that the Spanish Admiral's scheme was to con-centrate all fire for awhile on the Brooklyn, and the Vizcaya to ram her, in es that if they could destroy her the nces of escape would be greater, as it was supposed she was the swiftest ship

squadron. explains the heavy fire mentioned and the Vizcaya's action in the earlier denial?" movements of the engagement. The exe-cution of this purpose was promptly de-feated by the fact that all the ships of the squadron advanced into close range and opened an irrestatible and terrific fire upon the enemy's squadron as it was com ing out of the harbor." dmiral Schley identified this para-

graph as a purt of his report Expected a Ramming.

The witness said that before the helm

he damage he can do." At this point, the hour of 1 o'clock having arrived, the court took a recess for

After recess Captain Lemly laid before the court Admiral Schley's press copy book containing a copy of his letter emknow that, in view of the possibility of our having to be obliged to force the enbracing his first report to Admiral Samptrance, on of the battle of Santiago, which had een returned, and there was more convessels of your squadron injured in makention between counsel as to the admis ing the attack May 31?" ibility of the document as evidence. The decision of the court was to the effect that the report could not be read aloud, range I had chosen. announced through Admiral and was Dewey as follows:

"The damage has already been done,

"The court holds there is no objection to the witness refreshing his memory from the letter, but he cannot read it aloud."

Sampson Suppresed the Report.

After further sparring by counsel, Adniral Schley explained that the original oreliminary report of the battle he took to the Commander-in-Chief, and then rened to the Brooklyn.

"For the reason, as I stated, that, after the steaming radius of the ships had been Admiral Sampson then signaled for me to come on board again," he said, "which I did, and he handed the report equalized, the time consumed in going back would be very little, and that, if it ick to me. There was nobody but himeventuated in the fact that the squadro self and myself in the cabin that time, was not there, we would not have to stay a very great time." "As the scouts were acting independand from the conversation I had with him I was led to believe---''

Captain Lemly-We want the conversa-

The Admiral then recounted his conver sation with Admiral Sampson, who, he said, handed the letter back to him with the statement that he (Sampson) was Commander-in-Chief, and that he (Schley) and their movement." had omitted a very important detail in the report, in that it failed to show the pres-

ence of the New York. "I felt at the time," Admiral Schley went on, "that the victory was big enough for all, and I made the report (his report of the battle, that has been published out of generosity and because I knew that if the New York had been present she if the would have done as good work as any other vessel."

with Santaigo say that there are landing-places five or six nautical miles west, The regular court of inquiry was then

That location was at this time, accord-ing to the information I got subsequently, occupied by Spaniards. Again (reading), In response to a question, the witness testified that during part of the battle the Indiana, Gloucester, Texas and Iowa were obscured from the Brooklyn by As soon as ascertained, notify the de partment whether enemy is there.' Those were the main things that occurred to me

smoke "When the Colon surrendered, why did as being ambiguous. you not take possession of her and aim "When operating in squadron, has any

one authority to change the course of the flagship without the direct order of the Commander-in-Chief, except to meet some to save her?" "I sent aboard to receive her surren-der and was proceeding to do that very thing when the flagship came up. I am satisfied she was all right when I left for the eastward." sudden emergency when there is not time to report to the Commander-in-Chief?"

tion he had had with Lieutenant-Com-mander Hodgson on the Brooklyn before

He did not now recall and had never been

"I did."

Where did you obtain your statement "What reason had you for supposing in the Senate report that you went 800 yards southward when the Brooklyn's that the Spanish squadron would run south after leaving Santiago?"

"Simply because that would have been "From the report of the board of offi-cers who charted the courses of the ships July 2." the direction in which they could have hidden themselves sooner.' The Admiral was asked what converse

based on

of anxiety to you?"

'Please point out the particular parts

(reading), 'The Cubans who are fan

Left Key West Short of Coal. "Why did the Brooklyn and Massachu-setts leave Key West on May 19 short of coal?"

the loop was made. He said he could not recall a single word with Lieutenant-Commander Hodgson beyond the remark "Because of the order of the Command. er-in-Chief. He sent over to me on the morning of the 19th a young officer, I do not recall his name, with instructions and the orders under which I acted, saying that the enemy was coming for them and his response to go for them, except some remark about the proximity of the Texas. that the Commander-in-Chief the would be wise to go at once, or better to

ble to recall a colloquy. "Did you give out for publication Lieugo at once.' "Was there any shortage of coal at Key tenant-Commander Hodgson's categorical West on May 18?"

"That, of course, I do not know. 1 "Did you give out the accompanying letter of explanation?" "I did not." do not know what the supply was there." "As you were ordered to go to Clenfue-gos to establish a blockade, was it not The witness stated that he would still your duty, under the circumstances, to communicate direct either by signal or otherwise with the senior officer of the

right, as well as himself, but he had done nothing in that direction because vessels returning from Clenfuegos and ob-tain from him all information regarding the department ordered an investigation. At 2:36 P. M. Captain Lemly concluded his cross-examination, which had been the situation at or near that port, per-ticularly as there was the probability

and I think that was a fact that there What was your object in seeking to were eight-inch mortars there, and I in-ferred from the longer range of several develop the batteries, May 31?" "Simply to be able to know what was in front of us. I thought we ought to shots that went outside that they must

have come from the Zocapa battery." "You have spoken of the caliber of the guns on the ships engaged in the battle of July 2. Did not some of these ships

"Did you not risk having some of the carry six-inch guns?' "I think the Texas did. I don't rementber about the others." "Was the conversation with Captain

"I thought that was remote at the Cook regarding coupling up the Brook. lyn's engines held on July 2 or July 3?" "Are you sure that the prevailing wind near Cape Cruz during the month of May "My recollection now is that it was on the 2d, in my cabin."

was west and southwest?" "I thought so, because that was the conclusion of the pilot. Of course, I know "Could you not obtain from the chief engineer of the Brooklyn definite infor-mation as to the nature of the Merrimac's very little about it, and I think any onwho reads sailing directions don't get very much comfort out of them." injuries?

'He explained to me, as I said, the next "You have stated that you considered the movement to the westward May 26 day that they were serious, and that it would take a long time to repair them; as based on sound military principle, Why, then, did you go back to Santiago?" but as soon as I found that she could use her own engines, we made use of them.

"Where could the Spanish squadron have taken refuge by steering south after leaving Santiago?

'They could not have taken refuge They could have got, of course, to Jamaica, but I should imagine that they could have gone, after skirting around me, ently and could coal when they pleased, why was their shortage of coal a matter to the westward, to Havana, knowing that

the fleet of Admiral Sampson had gone east

"Simply because they came together un-der my command and I, as the senior offi-The court having concluded its quescer, had to assume authority for them tions, Captain Lemly said he wanted to propound one or two questions. He asked: "Did your chief engineer report to you of the department's order of May 25 which you regarded as ambiguous." (Reads): "'All of the department's inat any time that the Merrimac was hopeleasily disabled?" "I think he said it would depend upon

formation indicates Spanish division still at Santiago.' The following paragraph inthe possibility of repairing her intermedi-ate valve, and that they would determine licates that there was doubt of the fact. whether they could work her compound They required me to ascertain, or sug-gested that I ascertain, that. Then again in the meantly

"Did he or did he not report definitely some time, or a long time, as the period necessary to repair the Merrimac's engines?'

"I don't know that he reported exactly the time, except that it was indefinite. I do not think he knew himself when the

repairs would be completed." The examination of Admiral Schley was oncluded at 3:08 P. M., and he was excused. There being no further witnesse the court, at 3:10 P. M., adjourned until 11 o'clock tomorrow.

THE SUPPRESSED REPORT.

Admiral Schley's Statement, Which Was Returned to Him by Sampson.

WASHINGTON, Oct. 30 .- It is learned tonight that the original and unpublished report of Admiral Schley of the battle off Santiago to Admiral Sampson, referred to in the proceedings before the court of inquiry today, was of a prelim-inary character, and differed from that subse quently made, in that it omitted mention altogether of the cruiser New York and that it also requested that Ad-

miral Sampson have the commanding of-ficers or Captains of the vessels engaged transmit to him (Schley) their detail accounts of the action, in order that he might write a full and complete offic might write a full and complete official report of the battle. The report is dated "Off Santiago, July 3," and is addressed to Admiral Sampson, Commander-in-Chief of the North Atlantic Station. The report in substance describes the coming out of the Spanish fleet from the harbor of Santiago, and calls attention to the fact

that signals were made to the vessels of by all the ships. It then proceeded to describe the fight, and gives briefly the part played in it by each one of the ships, showing that the Brooklyn, the Oregon, the Texas and the Iowa remained in action until the Vizcaya went ashore, and

W. C. Whitney's Watershed the winner of the race, ridden by Johnny Reiff, was considered to be a rank out sider, and started at 25 to 1 against. Lord Wolverton's Osboch, which was second at the finish, was the favorite at 100 to 14 against. The betting on C. W. Wood's Lascaris, third horse, was 10 to 1 against. against. Watershed won by a neck after an exciting finish. The American horse re-mained in the rear until the bushes were passed, when he took up the running, fol lowed by Lascaris and Osboch. The lat-drew up inch by inch, but little Reiff drove his mount in great style and landed him first. Three-quarters of a length separated second and third horses. Twenty-three horses ran. The distance was one mile and 237 yards. Mr. Whitney's Spectrum and J. R.

OFALL BREAKFASTCEREALS

that the Colon surrendered to the

FOOTBALL AT BERKELEY.

Score of 12 to 0.

BERKELEY, Cal., Oct. 30 .- The Univer-

marked both haives and an unusual num-

matched. In the first half, the Nevad

run. Overall again kicked a goal.

Columbia, 29; Haverford, 6.

THE DAY'S RACES.

Whitney's Watershed Won the Cam-

bridgeshire Stakes at Newmarket.

LONDON, Oct. 30 .- There was a big at

goal.

next Saturday.

ans held the Californians in magnificent style, the latter being visibly weak at

r of men were crippled and forced out the game. Both teams were evenly

California Defeated Nevada by

the injuries to the American fleet

Brooklyn and the Oregon.

Keene's Chacornac were the only starters in the Subscription stakes, distance one mile. Spectrum, ridden by J. Reiff, won. other subtle chronic maladies, without any Pax (Maher) won the Wednesday Welcorrect or definite idea of the nature of Handicap, distance one mile and a half.

L. C. Dyer's Lady McDonald (Jenkins) been carefully arranged by Doctor Copewon the New Nursery plate, distance five furlongs. Pisto (Maher) won the Mouiland to enable many sufferers to understand just what it is that alls them. The ton stakes, distance five furiongs. The Americans thus won five out of the seven proper course for sufferers is this: Read these symptoms carefully over, mark races of the day. those that apply to your case and bring

Races at Aqueduct. NEW YORK, Oct. 30 .- The Aqueduct

summary: Seven furlongs, Bayvlew handicap-St.

Finnan won, Otis second, Lady of the Valley third; time, 1:27 4-5. 1:16 2-6. Mile and 70 yards, selling-Dr. Riddle won, Handicapper second, Mercer third; 2:07 3-5. time, 1:46 1-5.

Six furlongs-Barouche won, Andy Willinms second, Ben Howard third; time, 1:15 1-5. Mile and 70 yards-Kilogram won, Prince

Richard second, Bowen third; time, 1:47. Five and a half furlongs-Reformer won, Bruff second, Connecticut third; time, 1:08 1-5.

Mile and 70 yards-Oom Paul won, Advance Guard second, Champagne third; time, 1:45 4-5.

Races at St. Louis.

ST. LOUIS, Oct. 30 .- The Fair Grounds ummary:

Six furlongs, selling-Le Flare won, Sister Sarah second, Sting third; time, 1:14%. Five and a half furiongs-Samivel won, Judge Pettus second, Winnebjour third; time, 1:08%.

One mile, selling-Eleven Bells won, Eda Riley second, Lady Curzon third; time, 1:41%

Mile and an eighth, selling-Lady of the West won, Swordsman second, Irving Mayer third; time, 1:55%. Five and a half furlongs, selling-oute

Blaze won, Miss Guido second, Battus third; time, 1:07%.

Races at Latonia.

CINCINNATI, O., Oct. 30 .- Latonia Five furlongs-Water Edge won, Pep-

per Dick second, Frank Jones third; time 1:02.

Six furlongs, selling-Suave won, Ecome second, Oconeane third; time 1:1512. Mile and a quarter, hurdles-Eleance Holmes won, Divertisement second, Robert Morrison third; time, 2:27,

One mile and a quarter, selling-J. H. Sloan won, Pretty Rosie second, Jazel third; time 2:08.

Five and a half furlongs-Jane Oaker won. Mollie T. second, Leenja third; time. 1:10.

One mile, selling-Kunja won, Judge Redmine second, Baffied third; time, 1:43%.

CHICAGO, Oct. 30.-Lakeside summary:

YOUR NERVES-

Easily excited? Nervous? Irritable?....Despondent?....Hot flashes?.... Memory impaired? Easily discouraged?.... Sleep well?....Feel refreshed in morning?....

Any hemorrhages? Large? How RHEUMATISMmany?..... When?..... Shortness of

Acute7.....Chronic?.... Muscular?..... Joints swollen or tender?

THEIR SPECIALTIES

Deafness, Catarrh of the Head, Nose, Throat, Bronchial Tubes, Lungs and Stomach, Disease of the Tubes, Liver and Kidneys, Blood and Skin Discases.

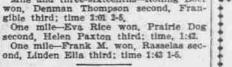
The Copeland Medical Institute The Dekum, Third and Washington

OFFICE HOURS-From D A. M to 13 M.; from 1 to 5 P. M. EVENINGS-Tuesdays and Fridays. SUNDAY-From 10 A. M. to 12 M.

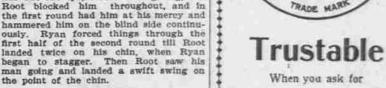
mer second, Lady Locket third; time, hour in El Paso and vicinity this afternoon, and was followed by heavy rain. Mile and a quarter-Searcher won, Ben It is the earliest snow storm on record Chance second, Sarilla third; time, The weather has become much here. colder.

0

Six furlongs-Burnie Bunton Money Muss second, The Pride third; time, 1:13 2-5. Mile and three-sixteenths-Rolling Boer 8------



Knock-Out in Second Round. LOUISVILLE, Ky., Oct. 30 .- "Australan Jimmy" Ryan was tonight knocked out by Jack Root, of Chicago, in the seci round of a 20-round contest at Music II. The fight was for the middle-Hall. weight championship of the West, and Root was a decided favorite. Ryan, who has but one eye, forced the fighting, but Root blocked him throughout, and in the first round had him at his mercy and hammered him on the blind side continu ercy and



When you ask for

Hunter

Baltimore Rye

You may be sure to always find It what it is

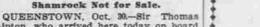
represented to be, viz .:

A Pure Whiskey

Old Smooth Mellow

ROTHCHILD BROS.,

Portland, Or.



Lipton, who arrived here today on board the White Star Line steamer Celtic, from New York, said to a representative of the Associated Press that the report that the Shamrock II was for sale in New York was quite untrue, and he intended racing her in American waters next season. He reiterated his purpose to again challenge reiterated his purpose to for the America's cup and expressed himself as being quite satisfied with the man-ner in which the Shamrock II had been

sailed. International Chess Challenge LUNDON, Oct. 30.-The British Chess Club today forwarded to the Brooklyn Chess Club a challenge for a match to take place next Spring, under the usual

Races at Lakeside. Six furiongs-Wing Dance won, Dulci-

conditions.

Snow Fell in Texas. EL PASO, Tex., Oct. 30 .- Snow fell an