

A REAL EARL HERE

Baron Fingall and His Horse-Buying Mission.

SHIPPING STATION AT ONTARIO

Ten Thousand Cow Ponies From This State During a Single Season—And the English Pay Very Handsomely for Them.

Arthur James Plunkett, Baron Killkeen, of Killkeen Castle, County Meath, in the peerage of Ireland, and Baron Fingall, of Wolpington Lodge, County Berks in the peerage of the United Kingdom (this is all one person), who is a member of the British Remount Commission, maintained in this country by the English Government for the purchase of horses for use in South Africa, was in Portland yesterday.

The Earl of Fingall was accompanied by Harold Sessions, also a member of the Remount Commission, and the two were at the Portland Hotel the greater part of yesterday. The earl's service in South Africa with the Imperial Yeomanry, with which he went out as a junior officer in the Spring of 1900, returning to England last Summer. He reached the scene of the conflict after the heavy fighting was over, and was detailed with his regiment to duty in Cape Town and the surrounding country.

They have purchased hundreds of Oregon horses for South Africa," said the Earl yesterday, "and have found them to be most satisfactory in every way. On my present trip we are not buying any stock. Our headquarters are in Kansas City, and having come west on business, we decided to see something of the Pacific Northwest before returning. Our regulations are exceedingly strict. We do not bid any discussion of matters pertaining to the service. Therefore I am not at liberty to say anything regarding the war in South Africa, nor to express an opinion as to its probability.

"I went out with the Imperial Yeomanry and afterwards joined the Imperial Militia, in which I held the rank of Major. I did not reach South Africa until the latter part of the fighting was over, and therefore can tell you nothing of the big fights. What little I have seen of Oregon has delighted me, and I hope some day to have the pleasure of making more extended visit to your state, and particularly to Portland."

The Earl of Fingall is one of the oldest in the United Kingdom. The family is of Danish origin, but members have resided continuously in County Meath since the eleventh century. The barony was created in 1318. The Earl of Fingall was the Duke of the British Remount Commission was conferred on the family in 1831. The family seat is at Killkeen Castle, in County Meath, Ireland.

The Earl of Fingall came in from Ontario yesterday morning and left on the evening train to return to that place. While in town they saw traffic officials of lines they do business with, presumably with the Burlington, and the Earl of Fingall has horses. They are about to establish at Ontario, Or., such a depot for horses as they have had at Sheridan, Wyo., for some months. It is said that they have already taken out of Oregon something like 10,000 horses this season, and they will take a great many more unless there shall soon be an end to hostilities in South Africa. One of the railroad men with whom they talked yesterday asked how much longer the demand for horses in that quarter of the world was likely to last.

"Ask King Edward or Lord Kitchener," responded Lord Fingall. "We don't know anything about it."

A British Colonel has charge of the headquarters in Kansas City. Lord Fingall is under the direction of that official. About 9000 horses are shipped from the Western half of the United States in South Africa. One of the railroad men who is known as cow ponies, and they take the average freight charge to Sheridan, Wyo., a distance of 1000 miles, at the Burlington Railroad almost monopoly of the business of handling those animals, is \$5. There the horses are inspected by the British authorities and branded upon acceptance. They then become British property at a cost to the British Government of \$100 each, leaving the contractor who supplies the animals at that point a net profit of \$100. From there the horses are taken to Leith, Mo., another station reached only by the Burlington, and from there to New Orleans for shipment to Cape Town. "Those chryse ponies cost the British Government \$35 per head, delivered at Cape Town," said a man yesterday who has facilities for finding out such things. "And they fall into the hands of the Boers in a few days, and the British have to hustle for a fresh supply. It keeps the horse market lively here."

How the Burlington happened to get all this traffic nobody seems to be able to tell. It is evident that some inconvenience has been experienced under the rule requiring all deliveries to be made at Sheridan, for now a depot is to be established at Ontario, Or., and it is understood that several thousand horses will go forward from that point in the coming few weeks, how many thousands can not now be told, for the agents in the firm have not yet rounded up all that will be available there. It is deemed probable that as many horses may yet go from Oregon to carry British infantrymen over the South African war as have already been taken from the state, possibly more. The Western cow ponies are pronounced to be the best animals in the world for the service required in the Transvaal.

FOR UNIVERSAL PEACE.

Declaration of the Position of the Friends of America.

PHILADELPHIA, Dec. 14.—The American Friends' Peace Conference, which has been in session here for the past three days, came to an end tonight. It is a declaration of the position of the Friends of America on the subject of war, issued during the closing session, states that the conference is satisfied that lapse of time has not made necessary a change in the position which the Friends have always taken on the subject of war. The establishment of the permanent International Court of Arbitration is recognized to be one of the greatest events in the history of human society. The declaration declares the fact that "nations making the highest profession of Christian civilization are at present engaged in war with less civilized and enlightened peoples," and states that it is the belief of the conference that the time has already come when the view of enlightened humanity

FAST TRAIN WRECKED.

Fatal Accident on the Illinois Central Line.

ROCKFORD, Ill., Dec. 15.—A fast passenger train on the Illinois Central Railroad, eastbound from Dubuque for Chicago, was wrecked about 1 o'clock this (Sunday) morning, near Perryville, Ill., the first station southeast of this station. Several persons are reported killed and several injured. It is reported here that three of the coaches were derailed. The wrecked train is said to have collided with a freight train. A relief train left Rockford for the scene of the wreck at 1:30 this morning.

Information received at 4 A. M. from the scene of the wreck is that at least 13 persons lost their lives in the wreck, and that the bodies were burned, no trace of them being left. Both trains were consumed by the flames. The following persons were killed and their remains incinerated in the wreck: RICHARD ORMSBY, passenger engineer; JAMES HEARDON, freeport, freeman, passenger train; ROBERT THOMPSON, American Express messenger; WY PINN, passenger brakeman; DAVID BEHAN, freeport, freight engineer; EDWARD CAREY, freeport, freight messenger.

Newsboy on passenger train, name unknown. Colored man, unknown. Old man, living in Irene or Genoa, name unknown.

Possibly four others, names unknown, dead and bodies burned. The fire was caused by the explosion of a tank car, which was carrying a quantity of dynamite. One of the six passenger coaches was burned, including the diner and the sleepers. The passenger train was an Omaha-Chicago train, and was running at high speed, being three hours behind time. Scarcely a person escaped without more or less severe bruises and cuts.

When the crash came the smoking car pulled upon the express and baggage car in front of it, and the latter car was thrown upon the engine, which blew up. The explosion of the tank car scattered oil over the whole wreck.

Only three or four persons in the smoking car survived. The cause of the disaster is under investigation. The heroic efforts to rescue the injured, who were imprisoned in the wreck, but the flames drove them back at every point. The hissing of escaping steam from the engine, and the roar of the flames drowned the cries of the perishing victims of the wreck. With the mercury standing at 20 degrees below zero, the suffering of those who escaped from the wreck was intense.

Many of those who were in the sleepers were but scantily clad. The wounded who escaped were placed on bunks in a way-car that was detached from the train before it caught fire, and an engine that came from the east took the car to Irene, a small station three miles east. Then it was again brought back to the wreck and the injured transferred to the relief train sent from Rockford. Hotel buses, ambulances and cabs were used here to convey the injured to hospitals.

No one knows where the responsibility for the disaster lies, as the train orders were not clear. The train came together at full speed, and it is said that neither put on the airbrakes. One freight car was thrown into a field, clear of the right of way.

The injured, so far as known, are: H. G. Weisman, 85 Jackson boulevard, Chicago, right arm crushed off at elbow, taken to Rockford City Hospital; Dr. E. Ahrendt, 609 West North avenue, Chicago, cut and bruised by broken glass.

SENATOR SEWALL DYING.

Suffers a Relapse Yesterday—Unconscious Most of the Time.

CAMDEN, N. J., Dec. 15, 15:30 A. M.—United States Senator William J. Sewall, who is ill at his home here, suffered a relapse yesterday, and his death is momentarily expected. Since his return from Liberia, the Senator Sewall has been improving rapidly yesterday. He is now unconscious most of the time.

Wilhelmina and Henry at the Hague.

THE HAGUE, Dec. 14.—Queen Wilhelmina and Prince Henry, her husband, arrived here today. Flags were displayed throughout the city, and the railroad station was decorated. The inhabitants made a great demonstration. The Queen and Prince Henry drove through crowded streets to the residence of the Queen mother, who welcomed them before the arrival of the Queen Wilhelmina and shaking hands with Prince Henry. Later the crowds around the palace sang the national anthem.

From Columbus Barracks to Manila.

COLUMBUS, O., Dec. 14.—General orders for the removal of troops and officers numbering 460 from the Columbus barracks were received today. The troops are to go to the Presidio at San Francisco, where they are to embark for the Philippines.

SUMMARY OF THE DAY'S NEWS.

Foreign.

Marconi receives wireless messages at St. John's, N. F., from Cornwall, England. Page 1.

The British Home Office refuses to pardon Miss Eastwick. Page 2.

There is great interest in England in Roosevelt's speech at Chesterfield Monday. Page 3.

Emperor William complains that German workmen drink too much beer. Page 17.

Domestic.

Admiral Schley does not want a Congressional investigation. Page 1.

The labor convention endorsed autonomy, but not socialism. Page 2.

The entire Middle West is suffering from a cold wave. Page 3.

Walthour won the six-day bicycle race. Page 3.

Negro confessor he wrecked train near The Dalles, Or. Page 6.

Whitcomb, Wash., is flooded with counterfeit money. Page 11.

Emperor William complains that German workmen drink too much beer. Page 17.

Commercial and Marine.

Prices in New York stock market were depressed last week. Page 23.

Domestic and foreign commercial news and quotations. Page 22.

The French bark Lamoriciere is libeled for \$5000. Page 22.

Relief in New York money market is expected this week. Page 23.

Twelve grain vessels have cleared at Portland this month. Page 22.

Overdue ship William Mitchell has been trying to enter Columbia River over five weeks. Page 22.



SHAKE!

LET TRADE BE FOR ALL

PORTLAND DOES NOT FALL IN WITH SAN FRANCISCO SCHEME.

Effort to Establish in That City a Monopoly of the Coast and Philippine Shipping Commerce.

Friday night the Portland Chamber of Commerce received from San Francisco the following message, signed by James Ralph, president of the Shippers' Association of the Pacific Coast:

Do you authorize the signing of your name to a general telegram addressed to the Pacific Coast members of Congress asking that the coasting navigation laws be made applicable to the trade between United States ports and the Philippines in order that American vessels may carry the traffic? Also please wire direct to the same effect.

This message was referred by President Hahn, of the Chamber of Commerce, to the navigation committee, consisting of George Taylor, Jr., and W. D. Wheelwright. After a consultation it was deemed best to make reply as follows, which was sent yesterday afternoon:

We believe that at the present time our immediate interests would be handicapped by incurring the position that the coasting navigation laws be applied to trade between the United States and the Philippine Islands.

This was signed by President Hahn and Secretary Fieschner. When President Hahn was asked the full meaning of the reply, he said it was simply that Portland could not recommend a course of action that would result in San Francisco a monopoly of the trade with the Philippines.

Nearly all the American ships on the Pacific are owned in San Francisco. If no others are to be permitted to carry freight between the United States and the Philippines, San Francisco would have it all. Portland owns no ships suitable for the Philippine trade, but has an even chance for that trade under present conditions.

The traffic not now being restricted to American vessels, the Portland Chamber of Commerce does not believe in lessening Portland's chances in that important field, which is the San Francisco body. Puget Sound is in about the same position as Portland with reference to the Philippine trade, and it is not supposed that any encouragement will be given to the San Francisco scheme will be found in that quarter.

HIGH SCHOOL OF COMMERCE

Andrew Carnegie's Speech at the Laying of the Cornerstone.

NEW YORK, Dec. 14.—Andrew Carnegie was the principal speaker today at the laying of the cornerstone of the new High School of Commerce. This is the first free High School of Commerce in this country. Mr. Carnegie said in part:

This school is the pioneer High School of Commerce in New York, or in the country, and it owes its creation to the fact that the United States has become the leading commercial Nation in the export of its products, even Great Britain being no second. The exports of our agricultural products have long been first among the nations, but recently we have entered into competition with them in manufactured articles which we formerly had to import for our own wants. We are ultimately to be the greatest manufacturer and exporter of articles in the world, as we have long been of food products, and such schools of commerce have become an imperative necessity in the great export of the Union. The building as now planned will give accommodation to from 1200 to 1500 pupils, who will be given instruction in every branch of knowledge tending to fit them for the world of commerce and industry. The structure will cost upwards of \$300,000. It will be ready for occupancy in about 18 months. It is the outcome of the efforts of the Chamber of Commerce and the trustees of Columbia University.

Maneuvers in Chile.

SANTIAGO DE CHILE, Dec. 14.—Four hundred Chilean troops will leave via Panama for England shortly, to receive the vessels bought by Chile. The maneuvers in the interior of Chile will begin tomorrow. Fifteen thousand troops will form.

THE DEATH ROLL.

George Sealey, of Galveston.

GALVESTON, Tex., Dec. 14.—George Sealey, one of the oldest and most prominent citizens of Galveston, died suddenly today of heart failure, on a train bound for New York. Mr. Sealey was one of a committee of four appointed by the Galveston Commission to represent the city in a conference with a committee of the New York holders of Galveston city bonds, the object being to refund the city debt at a lower rate of interest. The committee abandoned the trip.

The Founder of Butte.

BUTTE, Mont., Dec. 14.—Walter L. Farland, aged 75, the founder of Butte, died today of pneumonia. Farland, in the '40s located many of the big mines of Butte, built the first silver mill, and produced the first bar of bullion.

Complaints From Mosquito Coast.

KINGSTON, Jamaica, Dec. 14.—Three delegates from the Mosquito territory of Nicaragua have arrived here and are negotiating with the British Government for relief from Nicaraguan rule. They have sent a signed letter to the newspapers, setting forth their refusal to be governed by Great Britain in abandoning the Mosquito treaty and declaring that the Mosquito Indians are prepared to fight rather than accept Nicaraguan control. The delegates will await Great Britain's reply to the representations before taking further action.

IN MISSIONARIES' HANDS.

Legation Turns Over the Case of Miss Stone and Mme. Tsilka.

CONSTANTINOPLE, Dec. 14.—It is understood here that the legation has handed over the case of Miss Ellen M. Stone and Mme. Tsilka to the missionaries, in the hope that the latter will be able to convince the brigands that the sum subscribed in the United States is the actual amount of money available for the ransom of the captives. It is reported that

WAR CLOUDS BLOWN OVER

Chile Ready to Accept All Just Claims of Argentina.

VIENNA, Dec. 14.—The Argentine Consul-General here writes to the Neue Freie Presse that he has received dispatches announcing that Chile is ready to accept all just claims and that Argentina's apprehensions of war are unfounded.

Offer of Mediation.

NEW YORK, Dec. 14.—According to the Herald's Buenos Ayres correspondent, official reports give the following account concerning the offer of mediation by the United States:

The United States Minister in Santiago informed his government that President Roca was disposed to accept mediation. Secretary Hay thereupon instructed Minister Lord here to extend the good offices to Argentina. Mr. Lord conferred with the Foreign Minister, Senor Alcora, who declared that he did not believe it opportune to accept foreign mediation at the present time.

The Tribune, President's organ, strongly denies the truth of a dispatch sent to the London Daily Telegraph from Washington announcing that the Argentine Minister, Senor Merou, requested an mediation of the United States. The paper says the Argentine Minister in Washington never did such a thing. Brazilian and Uruguayan papers declare that either the country could remain neutral in case of war, in view of the importance of the interests which would be affected by the struggle.

May Be Worse Than Admitted.

WASHINGTON, Dec. 14.—The Chilean Charge d'Affaires, M. Infante, received a cablegram from the Chilean Foreign Office stating that an answer had been given to the Chilean request regarding the pending controversy and that the Chilean government was confident of an amicable adjustment. Mr. Infante has received a number of dispatches since the crisis began, all of them maintaining the seriousness of the trouble and asserting that peace would be maintained. Although the public expressions of those occupying diplomatic positions are necessarily optimistic, there is reason for believing that the situation is more grave than the officials are willing to admit. On the part of Argentina it appears to be certain that she will maintain the attitude she had heretofore announced to Chile.

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ABIDES BY THE RESULT

SCHLEY WILLING TO STAND BY THE VERDICT OF THE PEOPLE.

There Will Probably Be No Congressional Investigation of His Conduct During the War.

WASHINGTON, Dec. 14.—Rear-Admiral Schley will not say that any further proceedings should be taken in regard to his conduct as an officer of the United States Navy during the Spanish War. He says that he is willing to stand by the verdict of the American people, and the statement of Admiral George Dewey, who is the only other man besides himself that has commanded a fleet of the United States war vessels in an actual engagement. Admiral Schley discourages any Congressional investigation. This is very natural, in view of the fact that a Congressional investigation must necessarily include the conduct of Admiral Sampson, designated as Commander-in-Chief of the North Atlantic fleet, and who by special designation was Schley's superior during the Spanish War.

The whole difficulty arose from the selection of Sampson, who was then a Captain, and who was put forward over 100 officers of flag rank (Rear-Admiral and Commodore), which cast a slur upon every man who was his superior. Many officers believe the selection of Sampson was an illegal proceeding on the part of the Navy Department at the time, and that the question would be investigated if Congress were called on to act. It is more than likely that the decision to accept the verdict of Admiral Dewey and the verdict of the American people who have read the testimony of the inquiry, will be respected by Congress, and the investigation will not be ordered. Such an investigation would involve calling Sampson to the stand, and everybody knows that Sampson is broken down at the present time. It is one of the unfortunate conditions that follow a man who has worn himself out, and who, once stricken mentally, has given way. Everybody knows that this was the reason why Sampson was not called to testify during the inquiry, and why every reference to his actions was taken out of the proceedings by the court. Neither Admiral Benham nor Admiral Ramsay, composing a majority of the court deciding against Schley, have commanded a squadron or fleet in action. Both had raised their flags over very small squadrons, and both belong to the past, and know very little of modern fleets and modern naval warfare. Coal and machinery were not prime requisites in the days when Benham and Ramsay were active in the Navy.

More than that, Sampson had been years a bureaucrat. He was Chief of the Bureau of Navigation. It now develops that his antagonism to Schley dated far back of the Spanish War, while his admiration for Sampson was known to be great. So far as can be ascertained, there will be no Congressional investigation, because the same facts that were brought out in the inquiry would be again adduced, and upon these facts the American people have already rendered their verdict, and are willing to stand by the decision of Admiral Dewey and the vindication of Schley.

The Delegates from Oregon and Washington did not care to discuss the decision of the Schley court of inquiry more than to say that they hoped no further action would be deemed necessary. Favorable comments were heard on Admiral Schley by nearly every member who was asked for an opinion.

OPINION IN CONGRESS.

Resolution for an Investigation Will Be Introduced in the House.

WASHINGTON, Dec. 14.—The Secretary of the Navy has before him for review the report of the court of inquiry in the case of Rear-Admiral Schley. He is naturally taking time to do this carefully, so that immediate action is not expected. Meanwhile the court is technically in session, and will remain so until dissolved by order of the House, when the case will be brought to a close. The practice in such cases is laid down specifically in naval regulation No. 1738, respecting courts of inquiry.

The question has been raised, since the appearance of two reports in the House, how far Admiral Dewey, the president of the court, subscribed to the opinion expressed in the first report, and in the findings, by appending his signature, that signature being required of him separately by the regulation above alluded to, regardless of

his individual opinion.

In response to inquiry on this point, the Judge-Advocate-General of the Navy says: "According to naval practice, Admiral Dewey, by signing his signature to the report of the court of inquiry in the case of Rear-Admiral Schley, expresses full concurrence in all the findings of fact, and in all opinions reached by the court, except those signified dissent in his minority opinion."

Opinion in the Senate is divided as to the probability of Congressional investigation of the Schley controversy, but on the whole is inclined to favor such a course. A majority of the Republican Senators appear to be adverse to the reopening of the question, and those holding this view include friends of Admiral Schley. However, the position of the Navy would be abided by the opinion of Admiral Dewey, because of his superior facilities for reaching a correct conclusion, and Senator Mason took a similar position, adding that the position of the Admiralty of the Navy would be accepted as the verdict of the court, regardless of what conclusion other members of the court might have reached. Senator Hale thought sure would be the result of such an investigation. He is chairman of the committee on naval affairs, and said he would use whatever influence he might possess against further inquiry as detrimental to the best interests of the Navy. Senator Cullom declared that further inquiry would be tomfoolery, and that no more light on the subject could be secured than had been.

Democratic Senators generally seemed to wait upon the expression of opinion by the friends of Admiral Schley. Senator Martin said that while he did not feel called upon to present the declaration, he thought that Congress should adopt a joint resolution stating its confidence in the Admiral. Senator Jones, of Arkansas, thought that a resolution bearing upon the question was among the probabilities. Representative Stennis, of Missouri, who represents the Maryland district from which Admiral Schley came, stated today that he would introduce a resolution for a Congressional investigation of the entire "Schley case," and that he would be a colleague from Maryland, Mr. Schirm, who had contemplated introducing such a resolution, carried out this action. Mr. Pierce says he has not formulated the details of the proposed Congressional inquiry, but he thinks it would be desirable to have it conducted by a special committee, rather than by one of the regular committees of the House.

Chairman Foss, of the House naval committee, declined to express an opinion as to whether Congress would deal with the Schley case. He says he has been careful to avoid taking sides on the subject as it might come before the committee, and he wishes to preserve wholly impartial attitude. Among Mr. Foss' associates it is the general understanding that the chairman is not favorable to Congressional action.

Mr. Payne, the majority floor leader, said: "Why should Congress go into the project? Admiral Schley has had his day in court, and I doubt whether it would be advisable for Congress to go over the ground already covered by the court."

Representative Meyer, of Louisiana, a member of the naval committee, and an authority on naval affairs, said: "I do not think there should be a Congressional investigation. The verdict of the American people finds its best expression in the findings of Admiral Dewey."

Representative Hay, of Virginia, chairman of the House Democratic caucus committee, said: "I think my Democratic associates would be glad to support a resolution for a Congressional investigation which would go to the bottom of the matter. I do not think I doubt whether the majority in control of the House would permit such an investigation to be undertaken."

Representative Sherman, of New York, said that the House will accept Admiral Dewey's view as conclusive, and that Congress will take the same view of it. Dewey's conclusions will live in history long after the other members of the court are forgotten."

VINDICATION OF SCHLEY.

Resolutions Introduced in the Virginia Legislature.

RICHMOND, Va., Dec. 14.—Delegate Baker, of Chesterfield, today introduced in the lower House of the Virginia Legislature a resolution calling for the appointment by the presiding officers of the two bodies of the Assembly a joint committee to ascertain the sentiments of the people of Virginia regarding the findings of the court of inquiry in the Schley-Sampson controversy, and to communicate those sentiments to the Virginia Representatives in the two Houses of Congress, calling on them to express their approval of the course of Admiral Schley in the naval campaign at Santiago, thanking him in behalf of the people of Virginia; deprecating the attempt to impeach him; and recommending that such histories be used in the public schools of the state as shall correctly record and narrate his services.

CAPTAIN PARKER'S OPINION.

He Says the Findings of Admiral Dewey Will Be Sustained.

NEW YORK, Dec. 14.—Captain Parker, of Admiral Schley's counsel, was told early this morning of the purport of the two Schley reports. He said: "Admiral Dewey is better than any one else in the world, was qualified to judge this case. He is the one man living, besides Admiral Schley, who conducted a campaign and fought a battle with modern ships under modern conditions. He probably found there was a difference between theory and practice, and judged Schley in the light of his own experience. The two other members of the court were high school men of the highest character, and men who would not misjudge knowledge or willingly. They never had the experience the Admiral had, and probably did not see things in the same light as he did. We shall leave the matter to the judgment of the people of the country, confident that in the just popular mind the findings of Admiral Dewey will be sustained."

Offers to Go on Lecture Platform.

WASHINGTON, Dec. 14.—Admiral Schley's mail has been steadily growing lately since it became known that the report of the court of inquiry was approaching completion. He has received a number of offers to go on the lecture platform. One proposition was a fixed price of \$500 a night for lectures to last several nights. Admiral Schley politely declined this and all other offers.

Choate at the White House.

WASHINGTON, December 14.—Ambassador Choate called on the President today and had an extended conference with him. The Ambassador will return to his post at the Court of St. James January 15.

ACROSS THE OCEAN

Marconi's Greatest Feat in Wireless Telegraphy.

FROM CORNWALL TO ST. JOHN'S

Electric Signals Received in Newfoundland From His Station in England—Scientific Discovery of Modern Times.

ST. JOHN'S, N. F., Dec. 14.—William Marconi announced the most wonderful scientific discovery of modern times tonight in stating that he had received electric signals across the Atlantic Ocean from his station in Cornwall, England. He explained that before leaving England he made plans for accomplishing this result, for which his primary object was to communicate with ocean liners in midocean, he hoped also to succeed in attaining the wonderful scientific achievement of wireless telegraphy across the Atlantic.

Signor Marconi's station in Cornwall is very powerful. It possesses an electric force, generated there, 300 times greater than the ordinary stations. Before he left England he arranged with the electrician in charge of the station, which is located at Poldhu, that signals should be sent daily after a certain date, which Signor Marconi would cable him after having perfected his arrangements here. Signor Marconi arrived here a week ago Friday, selected Signal Hill, at the entrance of the harbor, as an experimenting station, and moved his equipment there.

Last Monday he cabled to the Poldhu station to begin sending signals at 3 P. M. daily, and the signals were received at 11:30 A. M. and 2:30 P. M. on Jan. 1st. During these hours Wednesday Signor Marconi elevated a kite with a real wire, the kite was sent and received. He remained at the recorder attached to the receiving apparatus, and, to his profound satisfaction, signals were received by him at intervals, according to the program arranged previously with the operator at Poldhu. These signals consisted of repeating at intervals