

SCHLEY DEFENDS HIS COURSE.

Presents a Statement to the Senate Naval Affairs Committee

Relating to His Movements Leading Up to Destruction of Cervera's Fleet.

Acted Under Instructions of Rear Admiral Sampson and the Navy Department, and Had Never Heard of Any Criticism of His Actions Until After the Battle and Destruction of the Spanish Warships at Santiago Harbor.

WASHINGTON, Feb. 20.—Rear Admiral Schley, having been granted permission to answer the charges made against him in a communication recently sent to the Senate, to-day handed to the Committee on Naval Affairs his statement, in which he disclaims any purpose of controversy with the Navy Department. The letter of the department, he says, so far as it relates to him, can be summarized under the following heads:

"The delay of Cienfuegos; the alleged slow progress toward Santiago de Cuba from Cienfuegos; the retrograde movements of the 20th and 21st of May; the battle of Santiago and the destruction of Cervera's fleet."

The Admiral says his orders from Sampson on May 19th were to blockade Cienfuegos, which he proceeded to do. He had no knowledge that there were any insurgents about Cienfuegos who were friendly until the Maribhead arrived on the 24th. Then he sent Commander McCalla of the Maribhead ashore to establish relations with the insurgents, the result of which was made known to him at 3:40 p. m. on May 24th. Then, for the first time, he learned definitely that the Spanish fleet was not at Cienfuegos. Within two hours he started for Santiago.

"What possible ground for criticism," he says, "adversely there can be in all this I do not see. I was on the spot, acting under orders which gave me entire discretion and yet clothed me with the responsibility of going to Santiago only after I was satisfied that the fleet was not at Cienfuegos."

He quotes from the dispatch of Sampson of May 20th, in which the latter says Schley should "hold his fleet off Cienfuegos. If the Spanish ships have put into Santiago, they must come home either to Havana or Cienfuegos to deliver the munitions of war which they are said to bring for use in Cuba. I am therefore of the opinion that the best chance to capture these ships will be to hold the two points, Cienfuegos and Havana, with all the force we can muster. If late, it should develop that these vessels are at Santiago, we can then assemble off that point the ships best suited for the purpose and completely blockade it. Until we then receive more positive information, we shall continue to hold Havana and Cienfuegos."

Admiral Schley adds: "This letter is not printed either in the appendix or executive document C, but I received it on the 23d, and it shows that I was expected to hold my squadron off Cienfuegos."

As to the slow progress toward Santiago on account of the Eagle, he states that she was a part of the force which Admiral Sampson had sent to Havana, and he had no right to abandon her. The weather, also, was rough, and not much better speed could have been kept up. He had been ordered to proceed "cautiously." If, however, he had known that the Spanish fleet was at Santiago, no consideration for the Eagle or anything else would have prevented him from getting there at the earliest possible moment with the larger vessels; but the weather and sea made it impossible to do better than he did.

Speaking of "the retrograde movements" which the Secretary, adopting the language of Admiral Sampson, characterizes as "reprehensible conduct," Admiral Schley says that in forty-two years' service, "never was such language used to criticize conduct of mine, and I see no reason for it."

He adds: "Acting in accordance with my best judgment, in view of the circumstances, without certain knowledge of the whereabouts of that Spanish fleet, after having been informed by the scouts commanded by such officers as Sigbee, Jewett and White, that although they had been off Santiago for a week they had seen nothing of it, and knew nothing of its movements or its whereabouts after it had left Curacao; after having been assured by Sigbee that he did not believe it was in Santiago, and by the captain of the schooner pilot, Nunez, and knowing that as the sea and weather then was it would be impossible to coal my squadron off the port, I deemed it best to take the action I did, the final result of which was the location of the enemy's fleet in Santiago harbor."

As to the battle of Santiago, Admiral Schley says, the facts of that contest speak for themselves. He quotes from his official report to Sampson in which he congratulated the commander of the squadron, and said: "The victory seems big enough for all of us." He asks the committee to contrast his reports and those of Sampson containing references to himself, and continued:

"As to all this criticism of my course prior to the discovery by me on May 23rd of Cervera's fleet, whether from Admiral Sampson or the department, none of it has ever been made by either of them. I never heard a word of it from any one until after the battle with that fleet, although more than five weeks had passed since the alleged 'reprehensible conduct' had occurred. Although Admiral Sampson used this language to the Secretary concerning me on the 10th day of July (just one week after the battle), he has never, to this day, in any manner or to any extent intimated to me any disapproval or criticism of my conduct of the flying squadron."

Admiral Schley then submits a long detailed statement of the facts he summarized in the foregoing, which is in reply to a request by Chairman Hale of the Naval Committee. It gives the dispatches and orders received by Schley, and describes the conditions in which the ships had to coal, as well as the sailing of Santiago harbor by the Spanish fleet that arose as to the presence of the Spanish fleet in Santiago after

he had arrived off that port. Captain Sigbee stated verbally that he had seen close in port several times, and there were no indications that the enemy was present, and he doubted its arrival there.

The commanding officer of the Harvard reported that he did not have coal enough to reach any home base, and could not steam beyond twenty miles in thirty hours, which the Admiral says forced him to send the Harvard to Kingston. The Yale and Minneapolis could reach Key West, and the St. Paul could remain at most off the port for but two days. The Brooklyn, Iowa and Massachusetts were fairly well off the coast, but the Texas, Marblehead and Vixen were considerably reduced. The projecting spurs of the Texas and Marblehead made it dangerous to coal them alongside the collier with any swell on the open sea. "It was this situation," says the statement, "coupled with the conclusion that the Spanish squadron might have touched and then moved west, as reported at Cienfuegos, and reinforced by the fact that Sigbee had not seen them, and that the pilot Nunez was strongly impressed with the doubt that this squadron could enter the port, which occasioned my telegraph of May 27th."

He then states that the Chief Engineer of the collier, after much hard work, disconnected the broken engine while being taken in tow, and the weather and sea moderating, orders were given to get off the tow line after dark, but the conclusion was that the Captain Sigbee is quoted as confirming the opinion as to the difficulty of coaling off Santiago. He gives the details of the absolute location of the Spanish squadron inside the harbor on May 29th, which discovery was, the Admiral says, the result of a determination to satisfy himself fully before leaving for the West. On the 31st he made a reconnaissance "to develop the enemy's position, and incidentally to injure or destroy, if possible, the Colon, moored well up in the harbor."

The Admiral says that the result of the reconnaissance determined he decided not to await until reinforcements arrived.

Admiral Schley quotes the department's dispatch of May 20th, in these words: "The department looks to you to ascertain the fact of the presence of the enemy, and to see that the enemy, if they are in the vicinity, does not leave without decisive action." Commenting on this, the Admiral says: "In obedience to the above order, and without any further order or instruction from anyone, I learned as certain the fact that the enemy was at Santiago, and the enemy did not leave without a decisive conflict."

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BICYCLIST UNDERMINS COLLAPSE.

His Trouble Was Not Due to Having Been Drugged,

But to His High Feverish State, Induced by Congestion of the Lungs.

The Rest of the Six-Day Men Progressing Well, All Resting for the Twenty-Four Race Which Starts on Friday Evening.

SAN FRANCISCO, Feb. 20.—The condition of Louis Gimm, the six-day bicyclist, reported as being very serious to-day, has improved greatly under medical treatment, and all danger of a fatal result has passed. The doctors have succeeded in locating the seat of the trouble, and explain that his peculiar actions during the last two days of the race was not due to drugs, as heretofore stated, but the highly feverish condition of the athlete, which was induced by congestion of the lungs, the result of the refusal of Gimm to obey the instructions of his managers.

Eddie Leonard of Buffalo, who looked after Gimm's interests in the race, has been quoted as saying that some unscrupulous person drugged his man. To an Associated Press representative, Leonard denied having made any such statement. He admits having stated to several newspaper men that Gimm's actions puzzled him, and were entirely unaccountable, but he did not say directly that Gimm had been drugged. Leonard said, when the doctor found out that Leonard had made any such statement, he was entirely unaccountable, but he did not say directly that Gimm had been drugged.

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ROYAL BAKING POWDER ABSOLUTELY PURE Makes the food more delicious and wholesome

best interests of the Central Pacific Railroad and its shareholders bulled better than they knew. "C. P. HUNTINGTON." A MISSING EVANGELIST.

W. R. Daly Mysteriously Disappears From Stockton. STOCKTON, Feb. 20.—W. R. Daly, a traveling evangelist, who has been cooking at the Volunteer Army shelter on Minor avenue a long time, has been missing since 4 o'clock p. m. of Friday last. At 4 o'clock of that day Daly said he was going to take a bath. Inquiries were made at barber shops where baths could be had, but to no purpose. The missing evangelist is a large man, with bright, kindly eyes, a soft voice, and wore a short grey mustache when last seen. He had on an ordinary suit of clothes, inclined to be a little shabby, and as he is lame in one leg he would be easily recognized. He has been an evangelist for years, and is well-known throughout the State. He had some money that he had earned as a nurse, and it is thought that he met with foul play.

He is a married man, and his wife is in Sacramento, though they have been living apart for some years. Hawley Died of His Injuries. SAN FRANCISCO, Feb. 20.—The police are searching for the assailants of Charles M. Hawley of Salt Lake, who died to-day of injuries received at the hands of two men supposed to be robbers, on Saturday night. General Shafter found on Hawley's person a card from Alma E. Burton by contract on November 6, 1898. Since his return from Honolulu Hawley has lived most of the time at the workmen's institute, conducted by the Salvation Army.

Reception to be Tendered Shafter. LOS ANGELES, Feb. 20.—The Executive Board of the Red Cross Society held a meeting this afternoon to make final arrangements for the reception which is to be given to General Shafter at the Westminister Hotel Wednesday forenoon. The reception will be open to the public. This will be the only occasion during the General's visit to Los Angeles upon which the women can welcome him.

EVENTS ON THE TURF. JOCKEY C. SLOAN SUSPENDED FROM OAKLAND TRACK. Topmast Equals the World's Race Record at a Mile and a Sixteenth, 1:45 1/4.

SAN FRANCISCO, Feb. 20.—In the sixth race at Oakland to-day James Coffey's Bernardino was the victor, while in the saddle-jockey contest, as the race was about to be started, he had a fit, and the judges ordered all bets off and a new book to be made. As the horse was being led to his stall he broke away from the groom and galloped madly around the track, causing some commotion. C. Sloan, brother of Tod Sloan, rode Abuse in the fourth race. The horse was a favorite at 1 to 4, and the jockey was instructed to take him to the front. Instead of obeying this order, it was charged that Sloan had held his mount back just after the start. Abuse was beaten by a head, and Sloan suspended from racing, pending an investigation.

Carruthers & Shields' horse Topmast, with 108 pounds up, won the fifth race at a mile and a sixteenth in 1:45 1/4. This time is equal to the world's record, made by Redskin, 98 pounds, at Fortsyde in 1896. The race of Topmast was in fact, a more remarkable performance than that of Redskin, inasmuch as he carried ten pounds more weight than Redskin. The betting on Topmast was 10 to 1, and the other starters were Satsuma, Buckwa and Espionage.

The weather was fine and the track fast. Results: Seven furlongs, selling, Stroma (Thorpe), 4 to 1, won; Una Colorado (Rutter), 7 to 1, second; Master Buck (H. Martin), 13 to 5, third. Time—1:28 1/2. Glenn Ann, Ulm, Campus, Colonial Dame, McPryor, Cardwell, Gilt Edge, Schmitz and Mondia also ran. One mile, selling, Torsida (Powell), 4 to 5, won; Amelia Fonso (H. Martin), 7 to 1, second; Dora H. (Rutter), 13 to 2, third. Time—1:40 1/2. Recreation, Chapline, None Such and New Moon also ran. Tony Liczki left.

Six furlongs, selling, Tammany Hall (H. Bullman), 7 to 1, won; Abuse (C. Sloan), 1 to 4, second; Sly (Devlin), 15 to 1, third. Time—1:35 1/2. Highland Ball, Last Girl and Etta H. also ran. Mile and a sixteenth, selling, Topmast (Thorpe), 10 to 1, won; Satsuma (Jones), 5 to 2, second; Buckwa (Bullman), 3 to 5, third. Time—1:45 1/4. Espionage also ran.

Six furlongs, selling, Wyoming (Bullman), even, won; Mainstay (Rutter), 11 to 2, second; Ekins H. (Foster), 20 to 1, third. Time—1:33 1/2. Bonibel, Shasta Water, Whitcomb and Road-warmer also ran. AT NEW ORLEANS. NEW ORLEANS, Feb. 20.—Weather showery and track slow. All the favorites won. Results: One mile, selling, Governor Boyd won. Henry Launt second. The Star of Bethlehem third. Time—1:45 1/4. Six and a half furlongs, Free Hand won. Sister Fox second, Milepost third. Time—1:24 1/2. Mile and an eighth, selling, The Planet won. Sadie Lev second, Pete Kitchin third. Time—2:07 1/2. One mile, handicap, Lady Callahan won. Double Dummy second, Tragedy third. Time—1:44 1/2. Seven furlongs, selling, Tom Toher won. McAlbert second, Lord Fraser third. Time—1:33 1/2. Seven furlongs, selling, General Macco won. Red Duchess second, Opia third. Time—1:34.

LIBRARY OF THE UNIVERSITY OF CALIFORNIA

WASSERMAN, KAUFMAN & CO. STORE CLOSED ALL DAY TO-MORROW. New Percalés. At 12 1/2 c yd The Pan-jab brand in about one hundred combinations of '99's best colorings and styles; they'll make pretty waists, too, for women and boys, wrappers and muslin dresses for the girls; they're always neat and cool looking and always wash well, holding their color.

New Styles for 1899. Cotton Shirt Waists. An elaborate advance gathering of pretty and stylishly made shirtwaists are here; they include all fabrics which are best adapted to their makes, and which partake of that crisp, fresh beauty that women desire to be coupled with the serviceableness that makes the daintiness of colorings washable and lasting. Stripes seem to predominate, and those of the bayadere or transverse stripe are many and particularly attractive in the new spring colorings.

See Show Window. The oval window to right of entrance will give you hints of them. Straw hats, tricked off prettily with tulle, mull, and a flower perhaps, for the little folks. They're 50c and up to \$3.50.

Attracting Cottons. From 10c to 50c yd. So handsome and attractive are many of these new arrivals that you'd easily mistake many of them for fabrics worth say double the price asked for them; unusually attractive white goods, lace stripe and corded effects, all-over lace effects, novelties in stripes and checks. Priced from 10c to 50c the yard.

Scotch Novelties. At 35c yd. This material is heavier somewhat than the gewgaws, and particularly adapted for making shirtwaists that wear, and pretty ones, too; for they're in rich colorings of plaids and stripes, which will make up very attractively.

Wash Silks. At 50c yd. Fine wash silks, they're called, and with their silk lustre make up so handsomely into women's wash waists as to vie with the genuine silk; but they're about half cotton, which fact increases their durability; 33 inches wide and 50c the yard.

RAILROAD OBLIGATIONS. Statement Given Out by the Department of Justice. WASHINGTON, Feb. 20.—A statement concerning the settlement of the Central Pacific Railroad obligations was made to-day by the Department of Justice, from which the following is an extract: "It will be remembered that by the bill authorizing the construction of the Pacific Railroads, passed in 1862, the United States agreed to lend its credit to the various Pacific railroad companies for the purpose of aiding them in the construction of a line of railway from the Missouri River to the Pacific Ocean. For that purpose bonds were issued in aid of the Union Pacific Railroad to the amount of \$27,236,512 to what was subsequently known as the Kansas Pacific to the amount of \$6,303,000, to the Central Pacific to the amount of \$25,883,120, and to the Western Pacific to the amount of \$1,870,394.

"Upon these bonds, without direct reimbursement, the United States paid interest from the date of their respective issues, so that in 1897 there was due to the United States from the Union Pacific Company the sum of \$38,488,223, and from the Kansas Pacific, in round numbers, the sum of \$13,000,000. On the 1st of February, 1898, there was due from the Central Pacific Railroad Company the sum of \$35,388,052, and there was due from the Western Pacific on the same date the sum of \$5,423,062.

"The vast accumulations of principal and interest due to the United States from these companies have long formed a great concern to the Government, it having been the common impression that the United States would never receive anything like the full amount of its investment by way of return. Various propositions have been advanced from time to time for the settlement of these claims, ranging all the way from propositions to settle for 50 cents on the dollar to refunding measures which were intended to extend the payment for 100 years.

"When the Government lien against the Central Pacific and Kansas Pacific had been put in process of foreclosure, and decrees of sale had been made, the Administration then in power was disposed to be satisfied with a sale of the property, which would realize \$41,000,000 Government the sum of \$41,000,000 upon the debt on account of the Union Pacific and the Kansas Pacific property. After the accession of the present Administration, taking advantage of the more prosperous condition of the business and of the increase in the value of railroad securities, the Government was enabled to take a position which resulted in its realizing out of the sale of the Union Pacific the total amount of the principal and interest due to it, and out of the sale of the Kansas Pacific the sum of \$3,035,000, being the whole amount of its principal debt against that line, a total increase of \$18,907,163.70 over the sum which the Reorganization Committee first agreed to bid for the two properties.

Utah Senatorial Contest. SALT LAKE CITY (Utah), Feb. 20.—The joint assembly took one ballot to-day, and adjourned until to-morrow. Result: King (D.); McCune (D.); Powers (D.); Nebeker (D.); Rideout (D.); Cannon; Sutherland (R.); absent 7.

Sixteen Feet of Water in Her Hold. PORT ANGELES (Wash.), Feb. 20.—The bark Coloma, from Chemainus, B. C., to China, arrived here to-day, leaking badly. Captain Jensen reports six feet of water in the vessel's hold. Coughs Stopped by BROWN'S Bronchial Troches; Hoarseness and sore throat cured.