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RAYNOR'S DEMAND

HE WANTS ADMIRAL SAMPSON SUMMONED AS A WITNESS.

Says He Will Insist, as He Wants a Clause of the "Dear Schley" Letter of May 20 Explained.

CAPT. ROGERS ON THE STAND

EXECUTIVE OFFICER OF THE IOWA DESCRIBES THE BATTLE.

He Says if the Brooklyn and Texas Were in Danger of Collision He Did Not See It.

FUEL OF FLYING SQUADRON

SUPPLY SET FORTH IN DETAIL BY LIEUT. C. W. DYSON.

Commander Hodgson Also Gives Particulars of the Santiago Fight—Raynor and Lemly Spar.

WASHINGTON, Oct. 4.—In the Schley naval court of inquiry Mr. Raynor, chief of counsel for Admiral Schley, asked Judge Advocate Lemly to summon Admiral Sampson as a witness in the case. The request grew out of a difference in the construction of a sentence in Admiral Sampson's letter to Commodore Schley written from Key West May 20 while Commodore Schley with the flying squadron lay off Cienfuegos. This is known as the "Dear Schley" letter, and in it as printed in the Navy Department documents supplied to the Senate the admiral said, after expressing his opinion that notwithstanding the report that the Spanish squadron was in Santiago it were better to continue to blockade Cienfuegos and Havana, "We shall continue to hold Havana and Santiago until we receive more positive information."

During the examination of Commander Raymond P. Rodgers this dispatch was under consideration when Mr. Raynor expressed the opinion that the word Santiago had been inadvertently used by the commander-in-chief, assuming that he meant to use the word Cienfuegos as better corresponding with the text. As the document was printed there was a parenthetical note, to which Admiral Schley's initials were attached, saying that evidently the wrong city had been mentioned.

Mr. Raynor asked Judge Advocate Lemly to make this concession, but the latter declined to do so, saying that he would produce the original of Admiral Sampson's dispatch to prove that he had said Santiago. Then Mr. Raynor said:

"I cannot take that word Santiago to mean anything but Cienfuegos. It is an imputation on Commodore Schley, and I cannot permit it to rest without summoning the author of that dispatch," to which Captain Lemly responded:

"I have told you once before you can summon any one you please."

CALLS FOR SAMPSON.

"Then," retorted Mr. Raynor, "summon Admiral Sampson."

This occurred only a short time before the adjournment of the court for the day, and was the subject of more or less conversation of animated character after the day's work was concluded. Mr. Raynor would only say that he would insist on the admiral being summoned unless the point is conceded.

The witnesses for the day were Lieut. C. W. Dyson, of the Bureau of Steam Engineering, concerning the coal supply of the flying squadron; Commander Raymond P. Rodgers, who was second in command of the battleship Iowa during the Spanish war and carried Admiral Sampson's dispatches of May 20 to Commodore Schley, and Commander Albon C. Hodgson, who was the navigator of the flagship Brooklyn. While Commander Rodgers was on the stand Mr. Raynor submitted a computation of shells from the American fleet which had struck the wrecked vessels of Cervera's squadron, showing that at least 24 per cent. of them were fired by the Brooklyn. This computation, Mr. Raynor said, had been prepared by Admiral Schley on the basis of a report made by a board of survey, of which the witness was the senior member. Commander Hodgson gave a graphic description of the battle off Santiago, describing the part taken in it by the Brooklyn and explaining the change in the entry of that vessel's log.

Captain Dawson, of the marine corps, who was on the stand yesterday, was called to correct the official copy of his testimony. He said that while he had not seen the Brooklyn swing with starboard helm, he was sure that she did so swing.

Lieutenant Dyson, who was on the witness stand yesterday when the court adjourned, was then recalled. He had added to his coal history of the fleet information as to how long the supply of coal on hand May 26 would have held out under forced draft. The information was contained in a chart which was read by Judge Advocate Lemly. The witness also read the same information from a tabular statement. The chart covered the period from May 18 to June 1. It showed that on May 26 the Brooklyn's supply of coal was 952 tons, the Iowa's 784 tons, the Texas's 408 tons and the Marblehead's 122 tons. He said that on May 24 the Brooklyn had coal enough aboard to have remained on blockade duty off Santiago for twenty-five days and then to have returned to Key West, the Iowa enough for eleven days, the Texas seven days and the Marblehead one day. This was assuming that they would have gone by the Yucatan channel. He also gave an estimate of the length of time they could have remained and gone to Gonaives channel, Cape Cruz, Mole St. Nicholas, Kingston, Fort Antonio, Jamaica and Guantanamo bay, the time of remaining on blockade being increased as the distance to the various points diminished.

Considerable time was devoted to amplification of this subject, showing the steaming radius at varying speeds, etc. It was purely technical and seemed had no bearing on the possibility of coaling at sea.

THE IOWA'S DISPATCHES.

Lieutenant Dyson was followed on the stand by Commander Raymond P. Rodgers, who was executive officer of the battleship Iowa during the summer of 1898. He testified to leaving Key West on May 20 for Cienfuegos, to join the flying squadron. Before leaving he had, as a representative of Captain Evans, he said, a conference with Commander-in-chief Sampson, at which Captains Taylor and Chadwick were present. At that time he was told by Admiral Sampson that he had received information from the department at Washington that the Spanish fleet under Cevera probably was in the harbor at Santiago. He had not, however, been informed of any secret code of communication with the Cuban insurgents near Cienfuegos. He had taken dispatches for Commodore Schley, and, while not certain whether there was more than one package, he was under the impression there was more than that number. One of the dispatches carried at this time was, the witness thought, that signed by Secretary Long and dated Washington, 12:30 o'clock May 20, and beginning: "The report of the Spanish fleet being at Santiago de Cuba might very well be correct, so the department strongly advises that you send word immediately by the Iowa to Schley to proceed off Santiago with his whole command, leaving one small vessel off Cienfuegos."

Captain Rodgers was examined at length concerning the scaling of the flying squadron.

"Could you have coaled the Iowa on the afternoon of May 21?" Mr. Hanna asked.

"In the late afternoon, the time I speak of, the weather being fine and the sea smooth, I think there would have been no trouble at all," replied the witness.

"When the collier can deliver coal can a battleship like the Iowa take it?"

"With a ship like the Iowa, with no broadside guns, the danger in coaling at sea is entirely to the collier."

"Is there any more danger to a collier with a battleship on either side?"

"There would be very great danger to a collier in coaling battleships with a battleship on either side."

Captain Rodgers related two or three instances in which the ships of the flying squadron were cleared for action on signal from the flagship Brooklyn before May 31, when vessels were discerned in the distance. In each case the vessels proved to be American ships. Each time the signal was to clear for action and make speed of twelve knots an hour. He told of the bombardment or reconnoisance of the Cristobal Colon on May 31, in which the Iowa participated. He said the vessels were all in formation and following the flagship, which, in that instance, was the Massachusetts. The range was at first given at 7,000 yards for this engagement, but the shots fell so far short that the range was increased to 11,000 yards. These latter shots fell into the channel in which the Colon lay.

SCHLEY'S BLOCKADE.

Describing Commodore Schley's blockade of the harbor at Santiago, Captain Rodgers said that the fleet maintained a position of seven or eight miles out, with the Marblehead and the Vixen inside the line. He remembered that the Marblehead was on the inside from the fact that some of the vessels in the squadron had fired at her. He could not say whether the fleet was further out in the day than at night, or vice versa.

Captain Rodgers had concluded his testimony in chief when the court adjourned for luncheon.

The afternoon session began with Captain Rodgers still on the stand. He stated in reply to questions that he was the senior member of the naval board of survey appointed by Admiral Sampson to examine the wrecked Spanish vessels.

The purpose of this line of examination was to bring out the witness's knowledge concerning the effect of the Brooklyn's gunnery in the battle of Santiago on July 3. Captain Rodgers said the Brooklyn was the only vessel that fired five-inch shells, and Mr. Raynor said that a careful computation based on the report of the board of survey showed that twelve five-inch shells had been found on the four Spanish vessels.

Mr. Raynor presented a statement showing the number of shells found on the vessels of the Spanish fleet, and the witness was asked to state the percentage of five-inch shells, assuming the statement to be correct. Captain Rodgers replied that the total number of hits was thirty-five, and that, therefore, the five-inch shell hits constituted 34 per cent. of all the hits. Mr. Raynor said the statement had been prepared by Admiral Schley.

The witness also said that he knew that the Brooklyn had eight-inch guns, but Mr. Raynor said the admiral's computation was not intended to cover that feature. His only purpose was to make the showing for five-inch guns, these being unmistakably the Brooklyn's.

Cross-examined on the dispatches carried by the Iowa, Captain Rodgers was asked if the "Dear Schley" letter, dated at Key West, May 20, 1898, written by Admiral Sampson, in which the statement was made that "I am of the opinion that our best chance of success in capturing the enemy's ships will be to hold Cienfuegos and Havana," was included in these dispatches. The witness replied that he had no knowledge of what the envelopes contained. While the examination on this point was in progress Mr. Raynor read the letter, including the following extract:

"If, later, it should develop that these vessels are at Santiago, we could then assemble off that port 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 Santiago."

Mr. Raynor remarked that he supposed it would be conceded that the word "Santiago," as given above, was a mistake, and that it should be "Cienfuegos." Captain Lemly replied that he would make no such concession, and a tilt followed between counsel concerning the accuracy of government publications. It closed with an understanding that the original document should be supplied to-morrow.

In reply to a question by Mr. Raynor as to the condition of the weather from May 24 to 26, Captain Rodgers replied that the sea was "moderate." He qualified this statement by saying that for the smaller vessels—the converted yachts—it was uncomfortable.

BROOKLYN AND TEXAS.

The court asked a number of questions of Captain Rodgers, among others being one as to whether the Brooklyn and the Texas had been in danger of a collision on July 3. The witness replied that if there had been any such danger he had not seen the two ships at the time. He had seen the two vessels early in the engagement, but they were then about half a mile apart. Later he was called below, and if there had been such danger it was at that time.

After this point was elaborated the questions and answers were as follows:

Q.—Did Commodore Schley open in your presence the package you handed him at Cienfuegos?

A.—To the best of my recollection, yes.

Q.—Did he make any comments to you regarding those dispatches?

A.—None that I recall. He discussed or stated the conditions existing there. The conversation was general.

Captain Rodgers was excused and Judge Advocate Lemly, after stating that Lieut. Commander Albon C. Hodgson would be the next witness, pending his appearance, again brought up the question as to whether the word "Santiago" had been substituted by mistake for the work "Cienfuegos" in the letter written by Admiral Sampson to Commodore Schley on May 20, beginning "Dear Schley." Captain Lemly said:

"The word was originally 'Santiago,' as it is printed in the Senate document. The difference appears to be a matter of punctuation, and in the letter as it appears copied in Admiral Sampson's copy book it reads, 'Until we then receive more positive information we shall continue to hold Havana and Santiago,' whereas, as printed as an appendix to Rear Admiral Schley's letter to the Senate it is, 'Until we, then, receive more positive information we shall continue to hold Havana and Santiago.' And 'then' in the letter as printed refers back to other matters relating to Santiago, and the punctuation would appear to give it the meaning of therefore—'until we therefore over a leeward and windward course of thirty miles, crossing the finish line two seconds behind her antagonist, but winning on the time allowance conceded by Lipton's boat by forty-one seconds.

For the second time she has successfully foiled the attempt of the Irish knight to wrest from our possession the cup that means the yachting supremacy of the world. And plucky Sir Thomas Lipton, standing on the bridge of the Erin, led his guests in three hearty huzzas for the successful defender.

"She is the better boat," he said, "and she deserves to be cheered."

The series of races just closed always will be memorable as the closest ever sailed for the cup, and Sir Thomas, although defeated, will go home with the satisfaction of knowing that his golden yacht is the ablest foreign boat that ever crossed the western ocean. During both series of races not an untoward incident has occurred, and Sir Thomas will return to England by far the most popular of all the foreigners who have challenged for the America's trophy.

To-day's race, on paper, was the closest of the serise, but because of the fickleness of the wind on the beat home, as a contest of the relative merits of the yachts, it is not to be compared with the magnificent, truly run and royally fought battles of Saturday and yesterday. The conditions of the race at the start to-day were similar to those of yesterday. The wind was strong and from the shore, embroidering the sea with foam and piling up no swell—ideal conditions for the challenger.

BOTH HANDICAPPED.

The racers were sent away before the wind, each carrying a penalty for crossing the line after the handicap gun. No official record is kept of the time after that gun is fired, but the experts with stopwatches estimated Columbia's handicap at fifteen seconds and Shamrock's at thirty seconds.

The contest of the yachts flying before the wind was picturesque, but not exciting. The big racers, like gulls with outstretched pinions, had every inch of canvas spread, all their light sails, including bulging spinnakers and balloon jib topsails. Their crews were gathered aft to keep the heads of the boats up, and thereafter, until the outer mark was reached, it was merely a question of holding on to all the canvas and letting the wind do the rest. Notwithstanding the fact that Columbia beat Shamrock before the wind last Saturday, the challenger to-day gained slowly but steadily all the way out and rounded forty-nine seconds before the defender, having actually gained one minute and four seconds.

Immediately after the yachts turned their noses into the wind for the beat home the breeze moderated and turned fluky. The skippers split tacks, each searching for wind, with the result that first one would get a lift and then the other. At one time Columbia seemed a mile ahead, when, with a sudden cant, the wind allowed Shamrock to point nearer the mark and a mile from home the challenger appeared to be leading by fully half a mile. The talent began to feel nervous, but as the yachts approached the finish the Yankee skipper, by some miraculous legerdemain, shoved his boat into the light air like a phantom ship and one hundred yards from home the two racers were almost on even terms. It was a pretty sight and one seldom witnessed when they crossed rail to rail, the white yacht's bowsprit just lapping the golden boat's mast.

The usual pandemonium that attends the final Yankee victory in a cup contest followed. Whistles, sirens, bells, bands and cheers united in a grand chorus of jubilation, and J. P. Morgan's steam yacht Corsair added to the terrific din by firing a national salute of twenty-one guns.

CHEERED THEM BOTH.

After Columbia had hauled down her sails and set her victory flag the excursion boats crowded alongside to cheer the Yankee sailors and the winning skipper. Nor did they forget either Lipton or his gallant craft. In turn the crowded steamers ran alongside the Shamrock and Erin, and the vanquished received almost as much honor as the victor. And thus, with felicitations all around, the twelfth series of races for the old cup which the schooner America brought over fifty years ago ended with the best of feeling.

While taking his defeat gamely, Sir Thomas Lipton made no attempt to conceal the honest disappointment when he talked about the races to-night on the Erin.

"I am very disappointed," he said. "I can't hide that. I thought within fifteen minutes of the finish that we had won. I was sure as my life we had won. When I looked around the situation had changed and we had lost. I should like to have got one race just by way of consolation. It is a very hard thing to be beaten by a breath—by a few beats of the pulse. It has been a severe strain on me, I have worked so hard for many months now, and I am glad it is over. To have won would have been a joy greater than to-day's disappointment. Columbia's win to-day was fair and square and honorable. There is nothing to protest if I wanted to protest. In fact, I have a feeling in my heart that if there had been any error in judgment at all it would have been in my favor.

"If there had been any possibility of choice in the matter, I believe the New York Yacht Club would have given me the race. Sometimes a man may have the better boat, but, even having it, must have a wee bit of luck to win. I am very grieved indeed, very grieved, and," he added, "I should have liked to have won one race."

When asked about his plans for the future Sir Thomas said: "It is too early to talk about any plans. About the Shamrock, I cannot decide yet what I shall do, and as to challenging again, it is too soon to think about it."

It was fully half an hour before the preparatory gun when the committee boat Navigator hoisted the signal indicating that the course would be fifteen miles to leeward and return. The wind at that time came from north-northwest and was blowing twelve miles an hour. Both racers came out from the Horseshoe in tow of tugs and seemed slow in getting their sails set.

THE START.

At the preparatory signal at 10:45 both boats were far up to the windward and came down toward the lightship, and just before the warning gun headed up into the wind simultaneously and worked back to their former positions. Both boats were on the port tack and close hauled, with Columbia on the weather quarter of the challenger. The American boat was first to come about after the warning signal at 10:55. Shamrock immediately followed and planted herself astern of the defender, at the same time breaking out her balloon jib and letting fall to starboard her spinnaker boom. It was Sycamore's game to cross last if possible. This he was able to do, but while he had the pride of position in a leeward start, he found himself 30 seconds behind the handicap gun. Barr in the meantime had delayed breaking out his light sails and held Columbia's sheets in flat. Thus he, too, handicapped his boat in crossing, but not so much as his rival, for it is estimated that he was only 15 seconds behind the handicap gun.

Both boats being handicapped, the official time of start was posted on the bulletin board of the committee boat as follows:

Shamrock, 11:02:00; Columbia, 11:02:00.

Hardly had the boats got over the line before it was seen that the Shamrock was gaining on her rival. Slowly she crept up and at 11:17 was on even terms. Half a minute later she showed her bowsprit ahead and from there on led the Columbia to the outer mark. The run down the wind was uneventful after Shamrock took the lead, except at a few moments before the turn, when Columbia, catching first a fresh puff of wind, ran up on the challenger's weather quarter. The official time at the turn was:

Shamrock, 12:48:46; Columbia, 12:49:35.

Thus, on the run straight down the wind the challenger had gained, according to official time, 49 seconds, but in reality she had done better than this, for to this forty-nine seconds are to be added the fifteen seconds which Columbia led her over the starting line.

THE BEAT HOME.

After rounding the mark Shamrock stood off for some minutes on the starboard tack. The Columbia after turning went over on the port tack. The boats split tacks most of the way in, at one time Columbia being ahead and again Shamrock regaining her lead. The air was light and they sailed wide, each seeking a favorable breeze. Soon after 2:30 both boats went on a long port tack and at 3:17 Shamrock put about to meet Columbia. It was evident that she still had a slight lead for she forced the defender about. Having done this, Shamrock again went about on the port tack, with the evident hope of fetching the line, now about a mile away. Columbia kept on a couple of minutes longer and then followed her rival. She was in the windward berth, but well astern and the lead of the Englishman was unmistakable. Both boats were being sailed for all there was in them and they went through the water at a speed remarkable for the wind that was then blowing.

Columbia was perceptibly gaining, but every soul in the fleet was wondering if she could pull up enough to cross the line ahead. The wind headed both boats a bit, and it became apparent that neither could fetch by the lightship.

At 3:30 Shamrock went about on the starboard and headed for the middle of the line. Columbia tacked under her lee, Barr's game being to back-wind the head sails of the challenger. On they came, the American boat gaining slowly. The crowd began to cheer, for it was then a certainty that the gallant defender was well within her time allowance if she could not cross first.

Shamrock was first to luff across, but hardly was this perceptible before Barr did the same thing with Columbia and they went over only two seconds apart, but the two seconds were to the credit of the Shamrock in actual time, though she was a beaten boat according to the rules of the game. The official time of the finish was: Shamrock, 3:35:38; Columbia, 3:35:40.

LONDON ADMIRES COLUMBIA.

Warm Praise and Hearty Congratulations on Thursday's Victory.

LONDON, Oct. 4.—The British newspapers unanimously congratulate the United States on the triumph of the Columbia and concede that Shamrock II is outclassed on all points of sailing. The British experts now in New York all cable similar views to those expressed by the correspondent of the Pall Mall Gazette, as follows:

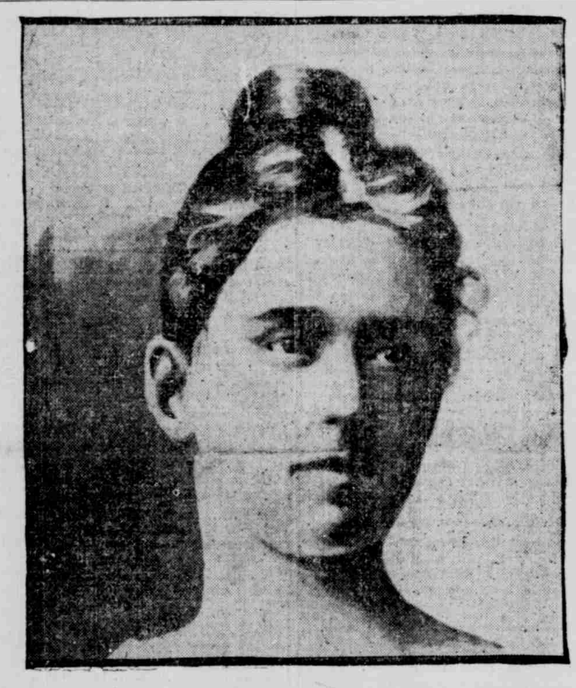
"The New York Yacht Club has every right to be proud of its boat. There is no question of want of wind, lack of a clear course or the disadvantage of a bad start. Barr simply gave Sycamore a good long start and then went out and knocked the head off him. The America's cup has ceased to totter. The splendid showing of the American boat won the unconcealed admiration of the English contingent and their congratulations that so superb a craft existed."

"Not without hope. Better luck next time." Sir Thomas Lipton cabled to Mr. Carmichael, his manager, who replied: "Go in and win three off the reel."

Keener Than Ever.

LONDON, Oct. 5.—There is a feeling of supreme disappointment in London over the failure of the Shamrock II to win even a single race. Those who denounced Sir Thomas Lipton's ambition, asserting that he was using his yacht to advance his business interest, now realize that his sportsmanlike efforts deserved a better result. When it was announced that Shamrock II was leading near home the news was recived in silence by the crowds on the embankment. There never was much betting on the outcome in this country, but the disappointment among the masses is sincere and great.

The question is raised here whether the defeat of the challenger was due to the superiority of American seamanship or the better constructive ability of the Americans. With a view of settling the question, the Daily Express has cabled Commodore Morgan and Sir Thomas Lipton suggesting that they should arrange a race with the Columbia's crew on board the Shamrock II and the crew of the challenger on board the defender.



MISS HELEN LONG

Miss Long spent several months in Colorado in the hope of benefiting her health. Recently she was taken to her Massachusetts home, and for a time seemed to improve. The relapse preceding her death last night came on very quickly.

ON TIME PENALTY

SHAMROCK FAILS TO LIFT THE AMERICA'S SILVERWARE.

Columbia Two Seconds Behind on Elapsed Time, but Wins on the Official Correction.

NOT A SPECTACULAR CONTEST

BUT THE CLOSEST EVER SAILED FOR THE FAMOUS CUP.

Shamrock Ahead All the Way Round the Outer Mark, Although She Started Last.

BRISK BREEZE ON THE RUN

BUT IT FALLS LIGHT AND BAFFLING FOR BEAT H[illegible]

Columbia at One Time Ahead—Challenger Passes Her on a Favorable Slant—The Close Finish.

NEW YORK, Oct. 4.—With victory flags flowing from her towering masthead and the ends of her spreaders in honor of her concluding triumph in the cup races of 1901 the gallant sloop Columbia returned to her anchorage to-night under the escort of the entire excursion fleet. She to-day completed her defense of the honored trophy in another stirring race with Shamrock II

(CONTINUED ON PAGE 6, COL. 6.)

HOW IT WAS DONE

FIRST DETAILS OF THE MASSACRE OF COMPANY C'S MEN.

Barracks and Officers' Quarters Simultaneously Attacked by More Than Four Hundred Bolomen.

THE SURPRISE WAS COMPLETE

MOST OF THE SOLDIERS DIED FIGHTING FOR THEIR RIFLES.

Force That Attacked the Three Officers Was Two Hundred Strong, Led by the Presidente of Balangiga.

BRAVERY OF SERGEANT BETRON

WITH TWENTY-FIVE MEN HE REPULSED THE REBELS.

Survivors Attacked as They Tried to Escape in Boats—Detailed Losses in Men and Munitions.

WASHINGTON, Oct. 4.—The War Department to-night received the following dispatch from General Chaffee, dated at Manila, Oct. 4, and giving further details of the disastrous attack on the Ninth Regiment:

"From those who escaped the following is learned:

"'On Sept. 29, while at breakfast at 6:45 in the morning, the company was attacked on signal given by ringing convent bells, by over 450 bolomen. About 200 from the rear of the quarters and 200 from the front simultaneously attacked the barracks and officers' quarters. The company was completely surprised. The force attacking the front gained possession of the arms. A fight ensued for them in which most of the men met death in the mess room in the rear. The enemy was beaten off temporarily by about twenty-five men who gained their arms. Sergeant Betron assumed command and endeavored to collect the men, who, when they tried to leave in boats were reattacked by the enemy. The strength of the command was three officers and seventy-two men. Killed, 3 officers, 40 enlisted men; missing, 6; wounded, 13; present, 13. The party attacking the officers in their quarters in the convent entered through the church in large numbers, led by the president of the town. Probably 101 rifles were with the company and twenty-six were saved. On fifteen of the lost rifles the bolts were drawn. Twenty-five thousand rounds of ammunition were lost. Ninety-five prisoners outside the cuartel joined in the attack at the signal. The boat of the missing men capsized. Captain Bookmiller may pick up the men.

"'JAMES P. DROUILLARD,
Lieutenant Ninth Infantry.'

"'Sept. 30—Have returned from Balangiga. Drouillard explains conditions correctly. I landed yesterday. The inhabitants deserted the town firing one shot. We buried three officers and twenty-nine men. A number of the bodies had been burned. The quarters buildings were fired as we entered the town. We secured or destroyed most of the rations. All ordnance is gone. The insurgents secured fifty-seven serviceable rifles, 28,000 cartridges. Forty-eight men of Company C, Ninth Infantry, and one hospital corps man were killed or are missing; twenty-eight are accounted for. We found two in a boat while en route here. We buried the dead, burned the town, and returned to Basia.

"'CAPTAIN BOOKMILLER,
Ninth Infantry.'

"'De Russey has sent a strong company to chastise the savages if found.—HUGHES.'

"No other details have been received. The names of the killed are to be determined by elimination of the names of the survivors as soon as possible. The muster roll probably is the latest evidence to be had.

"CHAFFEE."

De Russey is the colonel of the Eleventh Regiment stationed near the scene of the attack. The muster roll referred to already has been published.

TRADE OF THE PHILIPPINES.

Good Progress in the Nine Months Ended on March 31.

WASHINGTON, Oct. 4.—The following extract from the monthly bulletin of the commerce of the Philippine islands, covering the period of nine months ended on March 31, 1901, and 1900, has been prepared in the division of insular affairs of the War Department. The statement indicates the growing trade of the islands.

The total value of merchandise imported during the nine months ended on March 31, 1901, was $22,629,008, against $15,107,148 for the same period of 1900, and the total value of merchandise exported March 31, 1901, was $17,383,188, as against $12,928,464 for the same period of 1900, an increase of 52 per cent. in the value of imports and 34 per cent. in the value of exports.

The value of imports of merchandise from the United States was $2,007,007, an increase of 86 per cent. over the previous year, and from European countries $11,475,871, an increase of 81 per cent. The value of exports of merchandise to the United States was $2,042,069, a decrease of 15 per cent., and to European countries $10,768,325, an increase of 73 per cent.

TWO MASSIVE BEAMS FELL.

Scores of Lives Imperiled and Two Men May Die of Injuries.

PITTSBURG, Oct. 4.—Two men were seriously injured and scores of other lives imperiled by the falling of two massive steel beams, weighing two tons each, from the top of the new Arrott building, Fourth avenue and Wood street, this evening. The beams crushed a heavy wooden derrick and a safety shed like so much tissue paper, while a trolley car filled with frightened passengers was standing within ten feet. The injured are:

CHARLES CURVIN, engineer, two ribs broken, contusions of the face and back, one eye lost; may die.

WILLIAM GING, structural iron worker, badly sprained back and wrist, injured internally.

Hundreds of people were watching the operation of swinging the two massive beams into position when they fell.

Important Admission Made.

COUNCIL BLUFFS, Ia., Oct. 4.—In the Doyle-Burns mining suit, involving properties valued at $750,000, to-day, the cross-examination of John O'Haire, once interested in the Portland mining property, was concluded. At the afternoon session John B. Williams admitted having, with four other men, "jumped" the Devil's Own after it was located by Burns, and testified that Burns had forced him to abandon it at the point of a rifle.

CRAYON PLANT BURNED.

Heavy Loss at Sandusky, O.—Two Lives May Have Been Lost.

SANDUSKY, O., Oct. 4.—Fire this afternoon destroyed the plant of the American Crayon Company here, causing a loss estimated at $140,000; insurance $82,500. The fire started in the drying room on the first floor of the packing department and was first discovered when the flames broke through the floor to the second floor, where fifty girls were at work. The flames spread rapidly and a panic ensued. Within fifteen minutes the entire plant, covering a block, was on fire, as well as a half dozen houses. The plant and two large barns were soon in ruins. One hundred and fifty men were employed.

Late to-night it was reported that two girls are missing, and it is feared they have lost their lives.

Stove Works Damaged by Fire.

JOLIET, Ill., Oct. 4.—The Joliet stove works was damaged between $30,000 and $50,000 to-night by fire. The nickel plating room, the pattern room and the punching room were ruined, with their contents and machinery. The loss is fully covered by insurance.

Big Cigar Factory Burned.

TAMPA, Fla., Oct. 4.—The cigar factory of O'Halloran & Co., of New York and Tampa, was destroyed by fire early to-day. The flames spread rapidly and burned a number of other buildings. The total loss is estimated at $150,000, with only partial insurance.

Ohio Town Badly Scorched.

RENDVILLE, O., Oct. 4.—The business part of town burned this morning, including several company stores, the mayor's office and other business and tenement houses, making fifteen families homeless. Estimated loss, $15,000 to $20,000; insurance small.

SHOT TO DEATH.

Negro in a Tennessee Jail Who Was Accused of a Simple Assault.

HUNTINGDON, Tenn., Oct. 4.—A gang of eight or ten broke into the calaboose last night and shot to death a negro named Walter McClennon, who had been arrested for an assault committed upon G. B. Dalton, a prominent citizen. Three bullets entered the unfortunate negro's head, tearing his face out of all recognition and a rope was found around his neck. The citizens are indignant over the murder and the man who is said to have incited the riot has left the county.

Shooting and Incendiarism.

MIDDLESBORO, Ky., Oct. 4.—Yesterday afternoon Arlee Givens, aged eighteen, perhaps mortally wounded Deputy Sheriff A. Wilson, of Clear Creek, in a fight in which young Givens and his father and Wilson were engaged. Last night Givens's sawmill and a large quantity of lumber were destroyed by incendiaries. Givens and his boys tracked the fire bugs across the mountains into Tennessee, where all traces were lost.

BOSTON'S GENTLE WAY.

Petition Circulating There for Commutation of Czolgocz's Sentence.

BOSTON, Oct. 4.—Although Governor Odell, of New York, has stated emphatically that he will not consider any petition for a commutation of Czolgocz's death sentence to life imprisonment, the Social Alliance of this city is circulating a petition of this nature for signatures in Boston. Its secretary is Theodore W. Curtis. The petition is a long one and includes this sentence:

"The motive of the petition is not sentimental sympathy with a condemned man, much less the upholding of any form of anarchism, of which he is said to have been a disciple, but the belief that the ends of justice, the vindication of the law and the higher interests of civilization will be served by this change in the form of the penalty."

OFFICIOUS BERLIN POLICE.

They Are Hounding a Convention of German Women's Clubs.

BERLIN, Oct. 4.—The plans for the meetings of the Association of Progressive Women's Societies, arranged to be held in Berlin, have been seriously interfered with by a controversy with the police. The delegates first assembled in the Reichstag building. The police declared that the meeting was of a political character and therefore must be controlled by two police officers in uniform. The officials of the building, however, refused to allow the police officers to enter.

Finally the delegates adjourned to the Industrial building, but here again they were confronted by the police, because the meeting had not been announced twenty-four hours in advance. The delegates are highly indignant, as they have lost two days.

APPEAL TO CHRISTIANS.

Petition Started to Raise $112,000 for the Ransom of Miss Stone.

BOSTON, Mass., Oct. 4.—An appeal has been issued to "Christian America" in behalf of Miss Ellen Stone, the missionary now being held by brigands in the Balkan mountains, to assist in raising $112,000 for her ransom. Kidder, Peabody & Co., Boston bankers, have consented to act as trustees for the fund. The appeal is signed by John D. Withrow, pastor Park-street Congregational Church; George C. Lorimer, pastor Tremont Temple Baptist Church; John Galbraith, pastor Bloomfield-street Methodist Church, and Charles E. Stone, for the family and relatives, all of Boston and vicinity.

PATRICK CASE.

Argument Made for Immediate Trial—Held Under Consideration.

NEW YORK, Oct. 4.—Attorneys for Albert T. Patrick, who is under indictment for murder of William Marsh Rice, the aged millionaire, in this city, about a year ago, moved to-day in the Court of General Sessions for an immediate trial of the case. The district attorney opposed the motion, stating that the evidence was so voluminous that the assistants in charge of the case would not be able to go to trial until December. The court took the papers and withheld decision.

May Be Sent to Panama.

VALLEJO, Cal., Oct. 4.—Orders have been received at Mare island to rush the repairs on the naval transport Solace, as she must be ready for service by Oct. 15. A force of ship fitters, joiners and machinists worked on her all last night, and the men will work overtime continuously to get the vessel ready in time. It is said the vessel is needed to take a force of marines to Panama.

Steamer's Crew Probably Lost.

ALDEN, Mich., Oct. 5.—The steamer Hattie K., plying between Elk Rapids and Eastport, sank to-day in Torch lake. The crew, consisting of two men, Captain Fred Smith and his sixteen-year-old son, are missing.

Burglars Secure $7,000 of Loot.

PADUCAH, Ky., Oct. 4.—Burglars, supposed to be professionals, broke into John J. Bleyth's jewelry store last night, worked the combination on the safe and took all his finest goods, valued at $7,000.

SIMPLY ENORMOUS

TRADE BEYOND THE CAPACITY OF TRANSPORT FACILITIES.

Railroad Earnings in September 9.2 Per Cent. Above Those of September of Last Year.

NO FLUCTUATIONS IN VALUES

IRON AND STEEL FOR FUTURE USE AT CURRENT PRICES.

Wage Agreements Reduce the Number of Strikers to a Minimum in This Great Industry.

SPECULATIVE MARKETS REACT

THIS IS TRUE OF ALL EXCEPT THE FUTURES ON COTTON.

Movements of Grain, Textiles and Footwear—Failure Statistics—Bradstreet's Clearings Table.

NEW YORK, Oct. 4.—R. G. Dun & Co.'s weekly review of trade to-morrow will say:

"Trade channels are remarkably free from obstruction although the movement of goods at some points is checked by insufficient transporting facilities. This is a tribute to the unusually heavy shipments which are shown more definitely by railway earnings in September, 9.2 per cent. larger than last year, and 16.7 per cent. above those of 1899.

"Manufacturing is of such vigor that few wheels are idle, and further wage agreements have reduced the number of strikers to a minimum. Mild weather, yacht races and other temporary influences curtailed the volume of retail sales in this vicinity, but jobbing and wholesale concerns are preparing for exceptional transactions. Foreign trade also is heavy.

"Nothing new has developed in regard to the iron and steel situation, and with the mills crowded in their efforts to overtake consumptive demand there is little prospect of any material change in the market for some time. Contracts for an enormous quantity of steel rails, deliverable next year at current quotations, indicate the general confidence in the stability of prices and the expansion of railway facilities required to meet the growing needs of the country. Finished steel and pig iron sales are of satisfactory volume.

"Steadiness is still the feature in textile markets. Sellers are not making any concessions in prices and buyers do not force matters. There was a tendency to hold back the placing of new business, particularly in the cotton goods division. This was attributed to expectation of changes in the price of raw material. Recent advanced quotations are held and exporters for China are unable to secure even the small reduction asked. New orders for woolens are slow, but buyers complain of late delivery on old contracts. This might result in cancellations if the demand was not uniformly brisk and dealers unable to secure goods elsewhere. Wool continues forward freely and supplies are ample. A slight advance to 17¼c was reported in the average price of one hundred grades on Oct. 1, according to Coates Bros.' circular.

"Supplementary orders for winter footwear made the situation rather more satisfactory than producers anticipated, while jobbers are unable to secure goods to fill orders. Hides were violently advanced to the highest prices of the year.

"Staple products have declined moderately as a rule, with the exception of cotton and pork products. The variation was widest in corn, as might be expected, since that cereal was inflated much more than any other commodity. Exports have increased, but are still small; for the week only 843,374 bu going out from Atlantic ports, against 2,144,610 last year and 2,992,282 in 1899. Wheat also was easier, partially because of conducting estimates of foreign crops and needs, while exports from the United States were smaller than in the preceding week, especially as to flour shipments. There is still a good showing in comparison with earlier years, 4,523,449 bu going out, against 4,183,602 in 1900 and 4,366,645 two years ago. The great size of the domestic wheat crop this year is indicated by interior receipts of 8,411,775 bu, against 6,139,554 last year and 6,614,113 in 1899.

"Cotton was easier until the official report appeared, when the new condition caused a sharp advance.

"Failures this week number 205 in the United States, against 208 last year, and thirty-seven in Canada, against twenty-three last year."

BRADSTREET ON BUSINESS.

All Indexes Are for an Increased Volume—Clearings and Failures.

NEW YORK, Oct. 4.—Bradstreet to-morrow will say: "While speculative markets, except for cotton, show reactionary tendencies, general distributive trade and industry are active and a heavy volume of business is going forward. All obtainable measures of production and movement for the nine months of the year testify to this. Clearings are heavily in excess of previous years, railway earnings continue very favorable and talk of scarcity of cars for different parts of the country is heard. Failures are more numerous than last year or in 1899, but fewer than in recently preceding years, and while the liabilities have expanded this has been due mainly to a few large financial suspensions before reported, because current failures and liabilities are not as heavy as earlier in the year.

"The cereals are very generally weak and lower in all markets. Large receipts, liquidation by tired longs and unsatisfactory cable advices have weakened wheat slightly. Export trade, however, fails to be greatly stimulated. Corn has weakened slightly on professional liquidation and poor export inquiry. Western shipments are heavy and a larger movement in this latter direction is looked for.

"The feature of the week in cotton was the publication on Thursday of the government crop report showing the lowest condition, with one exception, in eighteen years. Coming at a time when all the unfavorable features, such as small foreign buying and the threatened strike at Fall River, had been discounted the market quickly responded in a quarter-cent advance in futures and ¼ cent for spot.

"Print cloths have been firm, with little doing, at the recent advance. Staple cottons have been rather quiet as regards new demand, but jobbers report a good business in prints. New business in woolen goods is quiet, but the mills are busy on winter-wear orders and a large volume of their spring output has been booked. Wool is steady, former prices are insisted on and consumption is heavy.

"Demand for boots and shoes is active.

"Iron trade reports are the best of the year. Foundry and Bessimer pig iron are very active at Chicago and Pittsburg. Bessimer is 25c up at the latter market, which reports September pig-iron sales the largest since January. Finished and structural mills are two to three months behind on orders and rail orders already booked insure activity far into next year.

"Wheat, including flour, exports for the week, aggregate 6,195,749 bu, as against 6,470,352 last week and 4,459,167 in this week