

HODGSON AND SCHLEY

A SUMMARY OF THE FAMOUS CONTROVERSY BY LETTER.

Correspondence Relative to an Alleged Colloquy on the Brooklyn Regarding the "Loop."

WHAT THE COMMODORE SAID

THE LIEUTENANT HAS VIEWS OF HIS OWN AS TO THAT.

Schley, However, Declares It Was Cook, and Not Himself, Who Said It—Chadwick's Report.

WASHINGTON, Oct. 5.—Copies of correspondence between Lieutenant Hodgson and Admiral Schley during the period from June 6, 1898, to Aug. 25, 1898, which were the central points of today's testimony in the court of inquiry were made public in full by the department late last night. Most of it already has been published in the newspapers, although a part of it had not been given out heretofore. On June 6, 1898, Admiral Schley wrote Lieutenant Hodgson, enclosing an editorial from the New York Sun, alleging that a colloquy had taken place between Schley and Hodgson on the bridge of the Brooklyn during the battle of Santiago, in the course of which the admiral is represented to have said:

"Damn the Texas. Let her look out for herself."

This was in reply to Hodgson's remonstrance against turning the ship to starboard. Characterizing this as a "grotesque lie," the admiral asked Hodgson to "write your denial of this oft-repeated calumny." On June 8 Hodgson responded in a very long letter, dated at the New York Navy yard, denying that he authorized the publication of the conversation and making a long explanation of what he says occurred during the battle. He added that what was printed "as a part of a conversation between you and me is substantially correct, though not as to the manner in which it took place."

Hodgson then tells of the rage with which the Brooklyn people heard the sinister whisper on her return to Guantanamo bay, that they were "gun shy" and he says he gave what he thought was a true explanation of that turn to many officers of the fleet, none of whom failed to agree with him. He explained that Admiral Schley regarded this turn as a strategic maneuver, "looking to the further part of the battle, rather than as an effort to avoid interfering with the fire of the other vessels of the fleet. In fact, I thought then, as I think now, that the turn to starboard caused more interference."

Then Hodgson gives his explanation of the turn. He tells of the belief that existed that the Spanish ships outdistanced the Americans in speed, and that in the absence of the New York, the Brooklyn was the only American ship capable of preventing the escape of the Spaniards should they pass the fire of the battleships. The Spanish torpedo boats also were to be reckoned with. "Therefore," says Hodgson, "after putting the ship to starboard and to port once or twice to counteract the efforts of the Theresa and Viscaya to get into closer action and ram us, and after the leading Spanish ship had reached just a little abaft our port beam, you decided to port the helm and turn around in chase to prevent the escape of any of the Spanish vessels."

HODGSON'S SUGGESTION. Hodgson writes that he suggested that the Texas was off her starboard beam, and that there was danger of running into her and getting right across her line of fire, and that Schley replied that the Texas would have to look out for that; that it was imperative to get around immediately, and that "by turning to port you would get so close to the enemy that you would expose yourself to attack from the torpedo boats; that a lucky shot or two by the enemy might disable the Brooklyn, and that you did not propose to run such a risk at that stage of the battle, when it was so unnecessary that Schley's mind depended on the speed of the Brooklyn."

Hodgson writes that he then suggested turning the ship to starboard, and that Schley replied after a pause, "No, because if you do not turn, the speed of turning and you wished to get around as quick as possible. For weeks after the battle Captain Cook was under the impression that we had backed the starboard engine."

Hodgson explains that in making the suggestion he was discharging his duty as the navigator of the ship, charged with her safety, and that he did not intend to have the effect of the turn on the results of the battle, and he added: "I immediately advised that your cool judgment at this trying moment had enabled you to consider the result of turning to port, and that you had decided most wisely; that it was a strategic move of the greatest importance, and that the result of the battle most fully proved its wisdom."

Hodgson goes on to declare that he saw under the impression up to the time he was under the New York Sun publication, including the colloquy, that Schley made the conditions as he (Hodgson) had stated. Continuing, he assures the admiral that he never has given the explanation he did of the loop had he been given any other reason. Under date of Washington, July 10, 1898, Admiral Schley, disclaiming any sense of annoyance from the newspaper attack, says:

"I do not fear for yourself that a colloquy should be made up by them that did not occur between you and me, and it is that I desire to protect you against. Of course you did not authorize this, and it is this dialogue which should be denied. I have no recollection whatever of anything of the kind, and my memory is exceedingly clear of the events of that day, for I never felt in all my life less excited or more steadfast of judgment than when the Dons came out that day. When the turn was made the Brooklyn was, in my judgment, within the distance of their tactical diameter, and if it (the turn) had been to port, we should probably have passed into their line of fire, but, having been exposed to the interrupted fire of all the ships, it was important that we should not be shot at, and the proper strategy of a battle was to avoid interfering with our conversation was with him, but the Sun's effort has been to promote the belief of the Nation that you and I had a colloquy at the critical moment, and this is unjust to you and to me."

"SHELLY A DENIAL." "What I desire is simply your denial that any such colloquy occurred, and I will see that proper correction is made to cover you from this slander. There is much in your letter that I would not like to use, and it would provoke assault upon you which I am unwilling to have happen, but what I want to show is simply that this dialogue did not occur, and that should the whole flimsy canard fall to the ground, make your letter as short as possible."

Two letters were sent in answer to this letter. In one, very short, Hodgson says: "The colloquy mentioned in the New York Sun and alleged to have taken place between you and me on the day of the battle of Santiago, July 3, 1898, never occurred. The second letter is explanatory. Hodgson repeats that he told the Sun reporter that the first publication in the Sun was garbled, and that "when the turn was made I suggested the proximity of the

Texas and the probable danger of getting mixed up with her if we turned to starboard; that you said the Texas would have to look out for herself."

Admiral Schley returns thanks for the denial furnished, adding touching the colloquy that the allegation that it never occurred is absolutely true. Next in the correspondence is a report from Captain Chadwick to the secretary of the navy on the inquiry he made by the direction of the department into this alleged colloquy. This report was published heretofore, including Hodgson's statement that he did not intend to convey in his report of the incident a controversy which existed at a critical stage of the battle. Under date of July 4, 1898, Hodgson writes an answer to the request of Admiral Schley to the newspaper attack upon his veracity on account of these publications. He thinks that if these newspapers were made acquainted with the facts in the case full and ample apologies would be made for "their unjust and abusive attacks. Therefore, he asks Schley to put these facts before the Washington Post and New York Sun, or permit him to publish the correspondence that had taken place between them. He repeats that he understood Schley's request for a denial to be "nothing else than a request for a denial of the verbal statement of the dialogue, and I so understood it." He did not think that the denial could be construed by the public as an absolutely untrue statement of the entire statement made by the Sun, or he certainly would have written it in much less equivocal language.

CHADWICK'S REPORT.

Here follows another official report by Captain Chadwick of the explanation from Lieutenant Commander Hellner. This report Hellner is discussing with Hodgson the Brooklyn loop on board that ship while the bears on ship's position was at work. Hellner says Hodgson repeated that he was certain that the Brooklyn was nearer the Spanish ships than 1,400 yards, as reported by the board, saying "we were so close that Schley gave the order 'Hard aport.'" The report by Chadwick was transmitted by Sampson to the Navy Department, with the three words of indorsement, "Approved and forwarded."

Next in order is Admiral Schley's reply to Hodgson, dated at Santiago, July 10, 1898, declining to refer to the colloquy for publication on the ground that it had been made an official matter of investigation. One sentence he uses is, in part: "I regret extremely that there should have been any matter in this matter in your mind. It puzzles me which minor error could be true in connection with all the facts to it denied. It is either your recollection of what did occur, and with whom it may have occurred, which is at fault. Hodgson submitted all the preceding correspondence to the Navy Department, saying that, by the misdirection placed on his denial, his honor and integrity had been reckoned upon, and, in view of Admiral Schley's declaration, he asks the department to connect with him to permit him to take steps to that end."

On Dec. 23, Hodgson wrote to Admiral Schley from Newport, asking for copies of the three letters that he had written him concerning the colloquy, or failing to grant his request, to write a statement giving their substance. He desired especially the one of June 11, accompanying the specific request for a denial of the colloquy. He regretted that all Hodgson's letters were left at home, packed in one of several boxes and in storage, so that he was unable to comply with the request and adding that he would not trust himself to quote them. The admiral says:

"I distinctly recollect in one of my letters last year to you I stated that Cook had given the order to port the helm on July 3, 1898, and not I. This being the case, it was not possible for any colloquy of the character harped upon in the New York Sun to have taken place between you and I. Cook's acknowledgment, in his usual manner, that it was he who gave the order at the time, which I heartily approve, completely retires this matter from any further question or controversy."

The correspondence shows that Hodgson, in a letter dated at Newport, April 14, makes another appeal and incidentally disclaims the slightest desire or even attempt to establish the fact that Admiral Schley gave the order to port the helm of the Brooklyn on that day. He repeats his veracity on the bridge. Admiral Schley, from Montevideo again, on Nov. 20, declined to make from memory the contents of the letters, holding that Hodgson's memory was at fault and not his veracity. In a letter of Jan. 10, Hodgson transmits all of the correspondence before that date to the Navy Department, asking that it be filed, and saying: "It is possible that Admiral Schley misunderstands the nature of my request, though I would hardly seem so, or else is unwilling to do a simple act of justice."

WILL DO STILL MORE.

Ambassador White's Opinion of Mr. Carnegie's Beneficent Plans. NEW YORK, Oct. 5.—Andrew D. White, United States ambassador to Germany, landed from the steamship Augusta Victoria to-day, and after a conference with several friends left for Syracuse. He said that he would return to New York the last of the month, when he will sail for Germany. Mr. White, who has just finished a vacation in Scotland, where he was the guest for one week of Andrew Carnegie, left Berlin for the United States soon after he returned from Scotland. He said his visit to Mr. Carnegie was a social one purely and that neither of them discussed business matters. "I have no doubt," said Mr. White, "that Mr. Carnegie intends to do handsomely for educational institutions in this country—both outside of what he has already done. I cannot tell what his intentions are."

Certiorari Writ for Bissert. NEW YORK, Oct. 5.—Judge Adams, of the United States District Court, has granted a stay and writ of certiorari in the case of former William Bissert, who, on conviction of accepting a bribe from the keeper of a disorderly house, was sentenced to five years in Sing Sing yesterday. The writ of \$1,000 Bissert was to have been returned on Monday forenoon Judge Lacombe over.

RIGHT. Teacher—What is the principal canal in the world? Johnnie—The Alimentary Canal!!

THE LOOT FROM CHINA

GERMAN PRESS CRITICISES THE GOVERNMENT WITH ACERBITY.

It Is Declared the Stolen Instruments Should Be Returned and Set Up at Germany's Cost.

CROSSING UNTER DEN LINDEN

ELECTRIC LIVE PROJECT MAKES LOTS OF DISCUSSION.

Sarcasmic Comment on Shamrock II—Hope of Anti-Anarchy Legislation in the United States.

BERLIN, Oct. 5.—The most lively topic of the week here have been the question of the return of the Chinese astronomical instruments taken from Peking; the proposed crossing of the Unter den Linden by an electric railroad; the reported protest of the Hungarian premier, Koloman de Szell, against the proposed German tariff, and the cruiser Gazelle incident. The whole practically agrees that the astronomical instruments were illegally carried over. Even the Kreuz Zeitung criticizes the actions of the Germans, as follows: "The instruments were manifestly taken unlawfully. The perpetrators undoubtedly acted in good faith, but that does not settle the affair. The least that can be done is to deduct the value of the instruments from the Chinese indemnity."

The statement made some weeks ago that the instruments were purchased and not looted has been officially refuted. The Neueste Nachrichten says it is not sufficient to place the instruments at the disposal of the Chinese, and proposes to offer to transport them back to China and replace them at Germany's expense, on the spots from which they were taken, if China is unwilling to do so, and deduct the amount from the indemnity. The Vorwaerts triumphantly exclaims that China intends to leave the illegally acquired goods in Germany as a continual reminder of the conflict. In view of the fact that the legal right is with the crown, as Chief Burgomaster Kirschner said, only those who strive to displace the center of gravity—the crown—speak of the "power and right of self-government," and urge an enlargement of the powers of the Berlin government. Calmly reflecting on the reasons why so much that was necessary to set up, we recall the proverb, "Parturient montes, nascitur ridiculus mus" (the mountains are in labor, there will be born a ridiculous mouse). Should the efforts made to change the sentiments of the crown fail, a base will have been created for anarchy on the part of the council in recognizing the crown's rights, upon which a favorable standing will be more easily arrived at than through an improper contest."

Regarding the proposed to run an electric railroad line across the Unter den Linden, the Neueste Nachrichten says: "The waves will recede and no victim is required. The Democrats vainly hoped to make capital out of the conflict. In view of the fact that the legal right is with the crown, as Chief Burgomaster Kirschner said, only those who strive to displace the center of gravity—the crown—speak of the 'power and right of self-government,' and urge an enlargement of the powers of the Berlin government. Calmly reflecting on the reasons why so much that was necessary to set up, we recall the proverb, 'Parturient montes, nascitur ridiculus mus' (the mountains are in labor, there will be born a ridiculous mouse). Should the efforts made to change the sentiments of the crown fail, a base will have been created for anarchy on the part of the council in recognizing the crown's rights, upon which a favorable standing will be more easily arrived at than through an improper contest."

Regarding the alleged objection of Austria to the German tariff, the Munich Allgemeine Zeitung says it can announce upon reliable authority that neither confidential nor official representations have been made on the subject to Berlin. The Bavarian Diet this week concluded the tariff debate. The premier, Baron von Crailsheim, steered carefully between the demands of agriculture and industry, granting that the former needed increased protection and pointing out the necessity for long-term commercial treaties in favor of consumers. But he refused to commit the government to any action.

Cases of insubordination which have occurred on board the German cruiser Gazelle recently have been much ventilated in the press. The secretiveness of the officials on the subject is condemned, and the natural result is that there has been considerable agitation. The Haefsches Volksblatt (Social Democrat) declares there was a mutiny on board the vessel, which is commanded by Captain Neilske, a severe disciplinarian. The sailors, who had served in China, were called upon to perform the strictest service, and they complained that their food was not satisfactory. The captain one day found a letter in his cabin requesting that a change be made and notifying him that otherwise he would be thrown overboard. An inscription on the door read: "Neilske, take care. Remember the Kroszig case." The Kroszig case referred to is that of Captain von Kroszig, of the German navy, who was mysteriously shot and killed in a dining room in January last, as a result of which two non-commissioned officers were tried on the charge of murder. They were acquitted, but were subsequently tried and one of them, Martin, was sentenced to a term of years in a sanitarium for his part in the murder. The moderate newspapers ask for the publication of all the details connected with the alleged mutiny.

The North German Gazette this evening says officially that the Gazelle affair has been investigated, that parts of one of the guns are missing; that a threatening letter was posted, and that these acts were probably committed by somebody familiar with quick-firing guns. One sailor is under examination.

The Kleine Journal, commenting on the defeat of Shamrock II, says: "A great race has been won in America. Columbia has conquered Shamrock II. The latter was ordered to cross in August, to be inspected and blessed by King Edward. The superstitious will remember that the King was killed by a bullet from the gun."

Reading Road Suffers a Serious Accident at Swatara Bridge. READING, Oct. 5.—Four bridges were instantly killed in a freight wreck today on the Lebanon Valley division of the Reading Railroad, near Hummelstown, Pa. The killed are: THOMAS H. DOLAN, engineer. WILLIAM H. MCCOMBSY, fireman. PATRICK E. CRANE, conductor. CHARLES E. MAYS, brakeman. All were of Philadelphia. The middle man, Charles Dennis, and the rear brakeman, John Ryan, escaped. A derailed switch was open, and the train, which was running at the rate of about twenty-five miles an hour, plunged into an embankment.

The wrecked train was the fast freight which runs between Philadelphia and Harrisburg. Several days ago the Reading Company posted notices to the effect that the photographic department of the Powder studio on Massachusetts avenue, Mr. Puder is to be congratulated on securing the services of so competent an artist as Mr. Power is known to be.

Drunkness & Drug Using The Keeley Cure

INDIANAPOLIS OFFICE: 105 Commercial Club Bldg. References to cured men in your community. Correspondence confidential. Bell Tel. 2427. Office Institute in Indiana, Private Home for Ladies. Established March 1901; PLAINFIELD, 1907. EMPIRE THEATRE: Wabash and Delaware Sts. ONE WEEK MONDAY MATINEE, Oct. 7 Commencing. Matinee Daily at 2:15. Topsey Turvey: Mr. L. W. Power, formerly of the firm of Marceat & Power, has returned from New York city. Mr. Power is now in charge of the photographic department of the Powder studio on Massachusetts avenue. Mr. Puder is to be congratulated on securing the services of so competent an artist as Mr. Power is known to be.

Business Suits. We are showing 100 styles in FANCY COLORED UNFINISHED WORSTEDS and WORSTED CHEVIOTS. Twenty-Dollar Suitings. We know these to be of exceptional value. The garments we make from these choice suitings are perfectly tailored, handsomely finished and an absolute fit is guaranteed. There is no difference between our \$20 Suit and the \$35 Suit of other tailors except the \$15 in price. Our comprehensive facilities explain all. Evening Dress Suits at \$25 and upwards continue to be our great specialty. Kahn Tailoring Co.

SCHLEICHER'S 18-22 North Meridian St. Rug Sale! Fine Wilton Rugs. New Smyrna Rugs. Large Brussels Rugs. Axminster Rugs. We Can Save You Money. Adolf Schleicher Co. 18 or 22 North Meridian S.reet.

Briefs, 70c A..... PAGE. FOUR MEN KILLED. Reading Road Suffers a Serious Accident at Swatara Bridge. Drunkness & Drug Using The Keeley Cure. EMPIRE THEATRE: Wabash and Delaware Sts. ONE WEEK MONDAY MATINEE, Oct. 7 Commencing. Matinee Daily at 2:15. Topsey Turvey: Mr. L. W. Power, formerly of the firm of Marceat & Power, has returned from New York city. Mr. Power is now in charge of the photographic department of the Powder studio on Massachusetts avenue. Mr. Puder is to be congratulated on securing the services of so competent an artist as Mr. Power is known to be.

IF YOU KNOW A LADY who possesses a VOSE piano, ask her what she thinks of it and what her musical friends think of it. You will invariably find that the longer it has been in the house, the more highly prized it will be. It is an instrument of permanent and perfect satisfaction. If you are thinking of buying a piano, you will make a mistake if you do not consider the VOSE. Wulschner. Indiana's Largest Music House. 125 East 13th N. Penn. St.

ENGLISH'S 3 Nights, commencing Mat. To Morrow Night. CHARLES FROHMAN'S Colossal Production from the Garden Theater, New York. By Arrangement with DAVID BELASCO. PAUL M. POTTER'S Drama in 5 acts and 9 Scenes, founded on Ouida's Celebrated Novel. ..UNDER.. TWO FLAGS. Over 100 People in the Stage Action. PRICES: \$1.50, \$1, 75c, 50c, 25c. Seats now selling.

ENGLISH'S THURSDAY, October 10—Only One Performance. Sarah Cowell Le Moyne. And Her Company, Presenting The First Duchess of Marlborough. A Play in Four Acts, by CHARLES HENRY MELTZER, Produced Under the Stage direction of Frederic Paulding. Liebler & Co., Managers. Prices—25c, 50c, 75c, \$1.00 and \$1.50. Seats Ready Monday Morning.

ENGLISH'S Friday, Saturday Oct. 11-12 Mat Sat. CHARLES FROHMAN PRESENTS ANNIE RUSSELL In R. Marshall's Comedy of Romance, A Royal Family. As Presented by Miss Russell for 6 Months Last Season in New York. PRICES—\$1.50, \$1, 75c, 50c, 25c—Seats ready Tuesday.

Oct. 7 GRAND Oct. 7. WICK COMMENCING MONDAY MATINEE. ENGAGEMENT EXTRAORDINARY! Louise Thorneycroft Boucicault. Presenting "A PROPER IMPROBABILITY." A Comedietta by Augustus Thomas. WHITE & SIMMONS. In a Black Face Sketch. DERENDA AND BREEN. Comedy Club Juglers. HAL STEPHENS. In Original Character Changes. HAMILTON HILL. The Australian Baritone. JAMES H. CULLEN. Favorite Singing Comedian. JOHN GEIGER. Trick Violinist. BIOGRAPH. All New Views. MATINEE DAILY, 10c, 25c. EVENY NIGHT, 10c, 25c, 50c. The Strongest Equine Act in the World. Howard's Marvelous Ponies. A.G. and Exhibition of Truitt in all cities.

PARK—TO-MORROW, Tuesday, Wednesday THE SENSATIONAL MELODRAMA. ..THE TIDE OF LIFE.. SEE—The great rock scene, East River, N.Y.—Burning of H. de la Hum.—Jill's wonderful escape on Flying Train.—The destruction of H. de la Hum.—The beautiful home of Mr. Morley on the cliff.—The fiery furnace.—The final scene with special scenery. PRICES—10c, 25c, 50c, Matinee 5c. Every-day goes to the Park. Election returns THURSDAY—First time at popular prices—"BARBARA FRIETCHIE."

PROPYLEAUM GERARDY Wednesday Night, October 9. THE FAMOUS BELGIAN 'CELLIST' Seats now selling at Craig's. Price, \$1.00. We show the finest and most complete line of Wood Mantels, Grates and Tiles IN THE STATE OF INDIANA WE INVITE INSPECTION INDIANAPOLIS HARDWARE CO. 35 South Meridian Street. 23 and 25 East Pearl Street INDIANAPOLIS, IND.