

EVANS HURTS SCHLEY.

HIS EVIDENCE TENDS TO SUPPORT THE PRECEPT.

HE TELLS OF THE BROOKLYN LOOP, AND SAYS SHE ENDANGERED THE TEXAS—DECLARES CHART OF SANTIAGO FIGHT IS WRONG.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, Sept. 30.—Rear Admiral Evans, who was the most important witness before the Schley court of inquiry to-day, gave testimony in support of nearly all the articles of the precept, along with the conduct of the commanding officer of the Flying Squadron has been criticized. His evidence tended to confirm the impression that a deplorable state of affairs existed in the squadron, from the strict military point of view; that the Commander-in-Chief did not seek the advice of his captains; that councils of war were never held, and that at least one of the captains had no great confidence in his senior officer.

Evans cleared away a number of the obscure facts bearing upon the campaign which had baffled Schley's partisans and opponents up to this time. He took sealed dispatches from Sampson to Schley, which Schley said he never got. Evans explained to-day that he did not deliver them in person when he got to Cienfuegos, because he had injured his right arm on the voyage, and it was bandaged to his side. He entrusted the envelope to his executive officer, Commander Raymond P. Rodgers, who went to the Brooklyn and presumably delivered it.

Evans admitted that Captain Chadwick gave him in writing the code of communication with the insurgents at Cienfuegos before he left Key West, but he supposed Schley also knew it. It never occurred to him that Schley and all the other captains of the squadron did not know all about it, notwithstanding Schley's signal to the fleet, which the Iowa had to have repeated, that Cervera was thought, for several specified reasons, to be in the harbor of Cienfuegos. Upon this point alone was Rear Admiral Evans's testimony materially shaken on cross-examination. He disclaimed any necessity for the Iowa to leave Santiago almost as soon as she reached there, and was emphatic that there was no occasion for his ship to start back to Key West. He did not regard the attack on the Colon as at all serious, and saw no reason why the reconnaissance could not have been safely made at much less range.

His description of the Colon incident threw plenty of new light on that article of the precept, and his description of the Brooklyn's loop and its effects, as well as of the part the Brooklyn subsequently took in the chase of the Colon on July 3, was extremely entertaining. He declared that the chart of the navigators showing the positions and periods of the battle of July 3 was all wrong, subsequently modifying this characterization by leaving out the word "all."

As showing the relations existing between himself and Schley, Evans told how he went aboard the Brooklyn two days after the battle, and as he entered the cabin the Commodore patted him on the shoulder and said: "Bobby, I am just writing my report and I'm saying you handled your ship with consummate skill." Another witness to-day was Captain Jewell, of the scout Minneapolis, who said he did not give information to the Flying Squadron warranting the belief that the Spanish fleet was in Santiago Harbor, and who had never been asked for information on the subject. He admitted that his ship could barely have reached Key West, and that her machinery was in bad condition.

The remaining witness was Commander Miller, of the Merrimac, who said he was unceremoniously detached from his vessel at such short notice, to let her be used to stop the entrance to Santiago, that he lost all his private records and signal books. His evidence gave more comfort to Rear Admiral Schley than that of any witness up to this time.

REAR ADMIRAL ROBLEY D. EVANS THE STAR WITNESS OF THE DAY—JEWELL CONTRADICTS SCHLEY.

(By The Associated Press.) Washington, Sept. 30.—Rear Admiral Robley D. Evans, who, as captain, commanded the battleship Iowa during the fight off Santiago, was the star witness at to-day's session of the Schley court of inquiry. He stated that he had first joined the Flying Squadron off Cienfuegos on May 22, at 1 p. m., when he took dispatches from Rear-Admiral Sampson to Commodore Schley. These dispatches he had sent to Commodore Schley by his executive officer, Commander Raymond P. Rodgers, who did not see the Commodore himself. As the dispatches were sealed he did not know their contents.

Judge-Advocate—Please state what, if anything, was done while the squadron was off Cienfuegos toward developing the fact as to whether the Spanish squadron under Admiral Cervera was or was not in the harbor of Cienfuegos? "There was nothing done, so far as I know." "What, if anything, within your knowledge, was done toward destroying or preventing the further completion of the enemy's batteries in the vicinity of Cienfuegos?" "On Sunday afternoon, I am quite sure it was, Commodore Schley formed his squadron in column and stood in to a range of about a mile and a half from shore, made a turn and stood out again. That is the only thing I know."

"Was any attack made upon the enemy or by the enemy at that time?" "No. They all got up and stood on the breastworks and looked at us. We steamed out again. There was no firing on either side." "Were you then within range of the batteries in the vicinity of Cienfuegos with the heavier guns of your ship?" "I did not see any batteries. There was a work they were completing there."

"Were you within range of this?" "Quite easy range, yes."

"Four 12-inch, eight 8-inch and twelve 4-inch guns."

"Were there eighty batteries within range of your 8-inch guns when you steamed in?" "They were within easy range."

"Did you not see any batteries?" "I did not see any batteries. There was a work they were completing there."

"Were you then within range of the batteries in the vicinity of Cienfuegos with the heavier guns of your ship?" "I did not see any batteries. There was a work they were completing there."

"Were they within range of the 4-inch guns?" "I should think so, yes."

"Did the Iowa coal ship while in Cienfuegos, and, if so, how much did she take?" "We took in 250 tons of coal on the 23d. We began about 7 o'clock in the morning and stopped at 6 o'clock in the afternoon. We took coal from a collier alongside, the Merrimac, I think."

Admiral Evans said that he had coaled the Iowa from the Merrimac on May 23 while off Cienfuegos, and that he had had no difficulty in doing so. Speaking of the condition of the weather made by the Iowa on May 24 and 25, the witness said that the evening of the 24th it was squally; on the morning of the 25th it was overcast, and the weather was again squally; in the afternoon it was worse, there being a good deal of rain, with a long sea.

He said that after leaving Cienfuegos the vessel had steamed to a point about thirty miles south of Santiago, arriving there on the evening of the 26th, and that at that time the squadron was heading to the east. The weather at that time, he said, was not such as to prevent the coaling of ships at that date. The Iowa at that time had about 825 tons of coal aboard, or sufficient for steaming 3,000 miles. On blockade the ship used about thirty or forty tons of coal a day.

"Is this the retrograde movement made?" asked Judge-Advocate. "Yes, it was," he replied. "It was not known," was the reply. "The witness said he could have coaled at sea on the 27th, as the sea was smooth."

"Was any effort made by the Flying Squadron on May 23, 29 or 30, to communicate with the insurgents on shore near Santiago?" "None to my knowledge."

LONG SHOTS AT THE COLON. Testifying that he had first seen the Colon on May 29, Rear Admiral Evans said that vessel was not inside the harbor at all, but was about 1,500 yards inside the Morro. The weather at that time, he said, was not such as to prevent the coaling of ships at that date. The Iowa at that time had about 825 tons of coal aboard, or sufficient for steaming 3,000 miles. On blockade the ship used about thirty or forty tons of coal a day.

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"I did not, it never entered my mind that he did not know it."

"The Marblehead being the vessel that established this code, and Commodore Schley's squadron having arrived at Key West before the Marblehead got there, how did it get into your mind that Commodore Schley must have known of the signal?" "You make the mistake of supposing that I knew this was done by the Marblehead. I had no knowledge that the Marblehead had arranged these signals. They were simply given to me by the chief of staff as a system of signals."

"That that system did you suppose that Commodore Schley would know?" "He was the commanding officer of the squadron."

"From what sources did you suppose he got this information?" "I did not suppose anything about it. It never entered my mind. If it had I should have said of course, that the commanding officer of a naval force would not expect one of his junior captains to give him information about his signals. It was given to me as a piece of information which I thought every captain in the fleet had. I never thought of Commodore Schley in connection with it. If I had supposed for a moment that Commodore Schley did not have it, I would have given it to him the first thing on my arrival there. I did not intend to say that Commodore Schley had this signal code."

CONFRONTED WITH HIS BOOK. At this point Mr. Rayner produced Rear-Admiral Evans's book, "A Sailor's Log," and began to quote a passage from it on the subject of the code, when the judge advocate interrupted with an objection, which was sustained by the court, Admiral Dewey remarking, "I would rather you would get the statement from the witness."

Mr. Rayner then, while reading from the book, put the question: "Have you ever stated" (quoting from Admiral Evans's book), "I, of course, took it for granted that the commodore understood the meaning of the signals as well as I did, otherwise I should have informed him of their significance."

"That is absolutely a fact," replied the witness. "Therefore, you did take it for granted that the commodore understood the signals?" "I did."

"Did you not have understood the signal unless he knew something about it, could he?" "I took it for granted he understood it."

"Well, you found out that he did not understand it, did you not?" "No."

Mr. Rayner questioned Rear Admiral Evans at some length concerning the signals as displayed on the coast near Cienfuegos, and began by asking the officer of the ship had told him had been seen on May 22 and 23, but the witness said that he had had no conversation with Rear Admiral Schley about these lights, and had made no report to him as to their appearance or significance.

Mr. Rayner then changed the base of his examination from Cienfuegos to Santiago, and began by asking the witness whether he had seen the official chart showing the positions of the Brooklyn and other battleships on the day of the battle of Santiago, July 3, 1898. The rear admiral replied that he had seen the chart, but that it was wrong.

Mr. Rayner—When did you first know about the turn of the Brooklyn, as you say, a short distance from the Texas? "When I saw her cross the bow of the Texas."

"Do you recollect the conversation you had with Commodore Schley on July 5, the second day of the battle, regarding the loop of the Brooklyn?" "No, sir, I do not. I don't remember the subject at all."

"Do you not recollect that Commodore Schley first told you on July 5 that it was the Brooklyn and not the Texas that made the turn?" "I never imagined anything of the sort."

"Give briefly the purport of your conversation with Commodore Schley."

SCHLEY CALLED HIM "BOBBY." "Briefly, as I recollect the conversation, he was talking to a person named Graham. He was sitting at his desk writing. I walked into his cabin to make a report. He put his hand on my shoulder and said: 'Bobby, I am just writing my report of the battle of July 3. He said: 'I have said of you that you handled your ship with consummate skill. Then he introduced me to Mr. Graham. Then Captain Cook came in and asked me if I would tell him whether the position of certain Spanish ships was correct, which came out first, etc.; that he had been a little confused in his mind. We talked a few minutes and I then went into Captain Cook's cabin."

"You do not recollect the conversation, going over the particulars of the turn that the Brooklyn made at that time about Captain Phillips, when you said you thought it was Captain Phillips of the Texas who made the turn?" "I never said that. Absolutely I never said such a thing, because the Texas was right under my eye all the time. She was just as the witness said. Concerning the position of the Brooklyn and the Texas on the day of the battle the witness said: 'The Brooklyn was dangerously near the Texas. I should say within one hundred yards of her.'"

EVANS RAPS RAYNER. Mr. Rayner questioned the witness again with reference to statements made in his book, asking him whether he had ever said he felt "reasonably sure that the Spanish fleet was in the harbor at Santiago." The witness said he had made that statement, but it was a conclusion based on the fact that the Spaniards were not at Cienfuegos, that they had not gone westward, and that from a military point of view Santiago was the place where they were most apt to be.

"That was simply your opinion, then, and not a matter of information?" suggested Mr. Rayner, to which the witness replied in the affirmative. Mr. Rayner then remarked that he had never before entirely understood upon what the rear admiral had based his statements.

steps were taken, if any, to mask the movements of that squadron in accordance with orders?" "There were no lights shown on the Flying Squadron on blockade, except, I believe, we did have a light on the steamship."

By the court—Was any further effort made by the Flying Squadron to destroy the Spanish squadron? "None, if by 'further' you mean the action of May 31."

"Was the fire of the enemy's batteries on the list heavy enough to seriously endanger the attacking ship?" "No, sir; it was not heavy at all. The projectiles mostly fell a long way short of us. Two, I think, passed over my ship."

"In the attack on the Colon on May 31 did the fire of the enemy's shot fall near the squadron?" "Two, I think, fell near the Iowa."

EVANS COULD HAVE COALED. "Would it have been possible for the Iowa to coal from the Merrimac early in the afternoon of May 27?" "It would have been."

"Do you know of any reason why the ships could not get nearer the Colon on May 31?" "I know of no reason why they could not."

"Do you know whether there is a good anchorage under the Morro, so that the large vessels would be sheltered from westerly winds?" "I do not."

"Are you familiar with the southern coast of Cuba between Cienfuegos and Santiago?" "Fairly familiar with it, yes, sir."

"Are there any positions between Cienfuegos and the neighborhood of Santiago where vessels can coal in rough weather?" "Between Cienfuegos and Santiago I know of no place where they could coal in rough weather."

"Was there any period between May 24 and May 26 when the Iowa could not have coaled from the collier Merrimac?" "She could not have coaled from 8 o'clock in the morning of the 25th until 8 or 9 o'clock on the morning of the 26th, when it moderated."

ADMIRAL EVANS HAD NOT FINISHED HIS TESTIMONY WHEN THE COURT ADJOURNED FOR THE DAY.

COMMANDER MILLER'S STORY. The court of inquiry began to-day's proceedings, according to custom, by recalling the witnesses of previous days. While Commander Southard was on the stand, he was asked by the court whether, if the fleet of Cervera had been in the harbor at Cienfuegos, it could have been seen by the vessels blockading the port. He replied: "I cannot definitely say. Not unless they had anchored in the lower harbor, just inside of the entrance in the deep water, where the schooner, to which I refer to as the 'Cienfuegos,' was anchored. I do not believe she would have anchored in that spot."

The first new witness of the day was James M. Miller, who was in command of the collier Merrimac while that vessel was a part of Rear Admiral Schley's Flying Squadron. Miller said he assumed command of the Merrimac on April 11 at Norfolk. He had taken on board at Lambert's Point an order for about ten thousand tons of coal. His vessel had been said, being capable at first of making between nine and ten knots, but afterward he had trouble with his pressure machinery, so that by May 23 and 24 he would have hesitated in trying to secure a speed of more than seven or eight knots. He read from the collier's log to show that the Iowa, the Massachusetts and the Castine were on the 23d and 24th. No record was found of the coaling of any vessel on the 25th or 26th, the time consumed in proceeding from Cienfuegos to Santiago.

"The sea," he said, "on the 25th was nasty, quite nasty. The Merrimac, being a heavy vessel, its speed was affected, but if I had had a smaller vessel I should have felt it very much. He also said that the weather for that day was bad. Late in the afternoon of May 25 the intermediate valve of the collier was broken, but previous to her arrival off Santiago she had not been broken down, disabled or delayed."

ABLE TO COAL ON MAY 26. As to her condition on the 26th, the witness said: "I should say I could have coaled, as I find here (consulting the log) we were making ten knots. At one time we got up to twelve knots. I fancy the weather could have been very boisterous. I then went on from the log. 'At 1 o'clock seven knots, six knots, and so on. We got up to ten. There is one entry here that we got up to eleven knots. On that date I find, steaming with the squadron east to quarter north, and I find by the entry between 8 o'clock in the morning and meridian of that day that we made from ten to twelve knots.'"

Mr. Hanna then asked the condition of the sea? "The sea had then smoothed, I should judge, from the way we were going. We raised our speed from seven to ten knots."

"Do you find any entries as to the wind?" "The wind was east-southeast, and veered to southwest."

"As to its course?" "As to its course, I have not here. On the colliers we kept no regular log."

"Could you have coaled a vessel on the afternoon of the 26th?" "I could, up to the time I was broken down. While I had control I could have coaled."

any of the vessels on May 26, had you been ordered to do so?" "To this the reply was: 'I should judge so, to the best of my knowledge and belief. I say I could coalesce, yes, could coal at any time, but then I could not have coaled comfortably. For the other ships it was what we call a nasty sea, and squally, rainy weather, and if I had had my choice I would not have coaled on that day, that is, the 26th.'

As he left the stand, Commander Miller asked that he might be excused if he had showed any temper. "I feel a little bit touchy about the Merrimac," he said. Admiral Dewey assured him that he had displayed no temper.

Commander Miller was succeeded on the witness stand by Captain Theodore F. Jewell, who commanded the cruiser Minneapolis during the Spanish war.

JEWELL CONTRADICTS SCHLEY. Captain Jewell said that he had first fallen in with the Flying Squadron under command of Commodore Schley on the evening of May 23. Captain Lemly quoted from Rear Admiral Schley's letter to the Senate Committee on Naval Affairs, dated February 18, 1899, saying: 'After having been informed by the scout vessels, which were officers as Sigbee, Jewell and Wise that, although they had been off Santiago for a week, they had seen nothing of Cervera's fleet since it left Cienfuegos,' and then asked whether Jewell had given any information concerning the Spanish fleet. The witness replied that he gave him no information with reference to that subject whatever."

The Judge Advocate asked: "At the time you were within signalling distance of the flag ship of the Flying Squadron off Santiago, were you at any time asked any question by Commodore Schley as to the presence of the Spanish squadron in Santiago?" "Not to my recollection."

"Do you recollect whether you went on board the flag ship Brooklyn at that time?" "I did not go on board that day."

Captain Jewell said that when he had first seen Rear Admiral Schley's statement as to the information he might have given concerning Cervera's fleet, he had written a letter to the Department of the Navy, and that he had been asked by the court whether he had done so. Objection was made to this line of testimony, and it was not persisted in. The witness said, in reply to a question from Mr. Rayner, that he had no knowledge that Captain Sigbee, speaking for himself and for Captains Jewell and Wise, stated to Commodore Schley on the 26th at Santiago that neither he (the witness) nor Wise nor himself (Sigbee) had seen anything or knew anything of the movements of the Spanish fleet; nor did he know whether Captain Sigbee wrote a letter to Commodore Schley stating that that was a fact."

The court here asked a question which opened up the coaling question. The question was as follows: "How far could the Minneapolis have gone with her 400 tons of coal at the time you state?" "If I had burned 400 tons of coal I could have made something like 1,200 or 1,300 miles. That would have left the bunkers empty. I was burning about ninety-five tons a day, and on that making 15 or 16 knots."

"Drawing from Captain Jewell the fact that the distance from Santiago to Key West is 850 miles, Mr. Rayner asked: "In view of what you said just now, will you explain the signals I read: '8:30 p. m., May 26, flag ship to the Minneapolis: 'Have you enough coal to go to Key West?' Minneapolis to flag ship: 'Just enough. How do you explain that?'"

"I am not sure," he replied, "on that point. As I said, my coal supply was reduced and it was concerned. There were a great many signals being made and I replied to the signal without consulting the coal account particularly, and I considered that three days' steaming was about the limit I could safely go."

"There is an error here of about 500 to 600 miles. Eight hundred is 1,200 or 1,400, are very different. 'I estimated the distance I could steam. I did not usually provide for burning every ounce of coal in the bunkers, and furthermore, we have got to allow for contingencies. I was hauling the fire from the boilers very often on account of the leaks, starting fresh fires in other boilers. My coal expenditure was variable. I could not depend upon it.'"

"Then at this time you just had enough, according to these signals, to go to Key West?" "I arrived in Key West with less than 100 tons of coal on board."

CAPTAIN MCALLA RECALLED. Captain Jewell was then excused and Captain McCalla was recalled for the purpose of correcting his testimony. While he was on the stand the court asked him two questions:

By the Court—Was there any place in the vicinity of Cape Cruz where large vessels could have found protection from westerly or southwesterly winds? "There was no place where the large ships could take protection from westerly and southwesterly winds. The prevailing winds were from the east, and a southwesterly wind is of short duration in that vicinity and means change of direction to the north very quickly."

By the Court—Had the fleet of Cervera been in the harbor of Cienfuegos, could it have been seen by the vessels blockading that port? "I should say not. The upper part of the masts might have been seen if they had been in the stretch of the river where it turns to the east, but I should not expect to have found them there. If they were behind the hill they could not have been seen in my opinion."

Captain McCalla then was excused finally, and Rear Admiral Evans took the stand.

CAPTAIN LEMLY'S SISTER BURNED. FATAL ACCIDENT MAY CAUSE ADJOURNMENT OF THE SCHLEY COURT OF INQUIRY. Washington, Sept. 30.—News was received here to-night of the death by burning of a sister of Captain Lemly, judge-advocate of the Schley court of inquiry, which occurred in North Carolina to-day.

Immediately on receipt of the news Rear Admiral Schley and his counsel sent word to Captain Lemly, offering to move the court to adjourn to-morrow, but the captain had retired, and could not be seen.

Charlotte, N. C., Sept. 30.—Miss Laura Lemly, forty-five years old, a sister of Judge-Advocate Lemly, was burned to death at her home, in Salem, N. C., to-day. Her clothing caught fire from a kitchen stove, and she was so badly burned that her death resulted in four hours.

HEISTAND'S HEMP DEAL.

SENATORS BEGIN TO INVESTIGATE CHARGES AGAINST AN ARMY COLONEL.

Washington, Sept. 30.—The Senate sub-committee of the Committee on Military Affairs, consisting of Senators Hawley (chairman), Proctor, Burrows, Cockrell and Harris, began to-day the investigation of charges against Lieutenant-Colonel H. G. S. Heistand, of the army, in connection with the alleged Manila hemp combination. The charges were preferred by Major E. L. Hawkes, formerly a volunteer officer. Colonel Heistand was present with his attorney, Charles W. Needham. The committee decided that the proceedings should be public.

In brief, the charges against Colonel Heistand are that he, in connection with other officers in the army and some officials in the civil departments of the government, attempted to form a combination to control the output of hemp from the Philippines, using their official positions and influence to further their ends.

At the opening of the inquiry several documents from the War Department were submitted to the committee, including a copy of the charges made against Colonel Heistand and his reply to them. In his reply Colonel Heistand says he was identified with the proposed company, and considered his connection with it legitimate and honorable. Some time prior to the making of the charges, Colonel Heistand says, he ceased all negotiations with Major Hawkes, offering a settlement in full with him. Major Hawkes delivered to him all papers in the case and took a receipt for them. Subsequently Colonel Heistand received a letter from Major Hawkes, in which the latter said he had retained certified copies of all the letters and papers in the case and had photographs of the more important documents.

Major Hawkes was sworn, and read copies of letters which Heistand had written to him. The most important development of the day was Major Hawkes's testimony regarding the first meeting of some of those who were promoters of the proposed Manila Rope Company which was held in Dudley and Michener's office in this city, in the summer of 1897. He present, besides the attorneys, were Colonel Heistand and W. E. Wharton. In answer to an inquiry as to who were in the company Colonel Heistand, the witness said, wrote the following list of names: "Wm. W. Buckley, Lewis T. Michener, E. L. Hawkes, James E. Boyd, George H. Meiklejohn, Charles H. Allen, H. O. S. Heistand, H. Corbin and Lewis E. Jackson."

Major Hawkes produced a paper containing this list, saying he saw Heistand write the names. Colonel Heistand inspected the paper, and said he thought it was his writing, but where or when he wrote the names he could not say. Members of the committee brought out the fact that Boyd, Meiklejohn, Allen, Corbin and Jackson were all present.

Some discussion arose as to a cable message from General Otis, contained in a letter Heistand wrote to Hawkes, regarding a site for a hemp factory in the Philippines. The committee wanted to know who sent the cable message to General Otis, which called for his reply. Colonel Heistand said he sent it as a personal message. The investigation will be resumed to-morrow.

SOUTHERN CRUISE FOR THE INDIANA.

Washington, Sept. 30.—The battleship Indiana, which recently was assigned to duty as a training ship for landsmen, will leave New-York on October 15 for a cruise through West Indian waters. The Indiana will stop at Port of Spain, Santa Lucia, Guantanamo, Kingston, Havana, San Juan, Port au Prince, St. Thomas, and will arrive and discontinue her trip at Hampton Roads April 23 next.

REAR ADMIRAL KEMPF REACHES TAKU.

Washington, Sept. 30.—The Navy Department has been informed of the arrival of Rear Admiral Kempf, aboard his flagship, the Kentucky, at Taku, from Che-Foo.

The Apollo.

You've heard a Concert Hall Professor, and you've heard Joseffy, de Pachman and other great artists—some difference. You heard the Old Style Automatic Piano Players, now hear the Apollo—same difference. It has the largest keyboard compass of any Self Piano Player made. Places at your command the technique of the greatest artists and leaves the rest to you. Inspection invited.

The APOLLO Company. Apollo Building, 101 Fifth Ave., N. Y. (Between 11th and 12th Streets.)

Fifth Ave. Auction Rooms, 238 FIFTH AVE. (Near 28th St.) WM. B. NORMAN, Auctioneer.

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RARE COLONIAL FURNITURE, comprising Wardrobes, Sideboards, Chests of Drawers, Washstands, Chairs, Spinning Wheel, and other European and American Antiques.

ALSO VERY DESIRABLE Modern Furniture, COMPRISING IN PART Magnificent Brass Bedstead, Cozy Parlor Suite of English and French Furniture, etc.

OIL PAINTINGS, STEINWAY & SON UPRIGHT GRAND PIANO, TO BE SOLD BY AUCTION. Wednesday, Thursday and Friday, October 2, 3, and 4, AND ON TUESDAY MORNING, Oct. 1st, at 10 o'clock.

A DESIRABLE AND VERY STANDARD AND MISCELLANEOUS BOOKS, COMPRISING 1,700 VOLUMES.

Kennedy & Corlandt, 100 White Dress Shirts at 59c. A great purchase from an overstocked manufacturer.

Peated Colored Shirts (French Percalé), 1.49; Pure wool (white) Shirts and Drawers, 1.10 each; worth 2.50. Camel's hair Under-shirts 49c; worth 75c.

New shades in Fall Gowns, 98c. to 1.49. Linen Collars 10c., worth 20c.

Used by Eminent Artists.

THE WESTCHESTER COUNTY FAIR. The sixth annual fair of the Westchester County Agricultural and Horticultural Society begins to-day at the fair grounds near White Plains. The management declares that the fair will be the greatest in the history of the society. The horse show will open to-morrow. Among the attractions for to-day will be a match race for \$1,000. The entire mystery surrounding the gelding "Eldorado" owned by Daniel Maloney, Alle G. gelding, owned by William Devoon, and Sir Arthur Wilkes, black gelding, 2:39, owned by Archibald Bushell.

Black Hair For 50 years Ayer's Hair Vigor has been restoring color to gray hair. It never fails to do this work, either. Besides this, it keeps the scalp clean and healthy, stops falling of the hair, and makes the hair grow thick and long. It's a regular hair-food.

MASSER PIANOS Used by Eminent Artists. BROOKLYN: COR. FULTON ST. & FLATBUSH AV. NEW YORK: 25 EAST 14TH ST. LARGEST STOCK OF REED PIANOS IN EAST.