New-York Tribune.

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SCHLEY'S ORDEAL ENDED

SHARP QUESTIONS PUT BY MEMBERS OF THE COURT.

ADMIRALS BENHAM AND RAMSAY SEEKING FURTHER EXPLANATIONS OF THE RETROGRADE MOVEMENT AND OTHER POINTS OF THE PRECEPT.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Oct. 30.—The climax of the naval investigation came this afternoon, when the members of the court questioned Rear Admiral Schley. The character of these questions, their terms and the information they sought disclosed unmistakably the state of mind of Admiral Dewey's two colleagues, Rear Admirals Benham and Ramsay, constituting the majority of the tribunal.

The Judge Advocate ended his cross-examination rather suddenly about 2:30 o'clock, and the succeeding half-hour was devoted to the points on which the court itself desired enlightenment. In the order of their asking, the first batch of these questions was prepared by Rear Admiral Benham, the remainder, beginning with matters of coaling at Key West, being submitted by Rear Admiral Ramsay, Admiral Dewey contenting himself with glancing over a few of the queries before handing them to the Judge Advocate to read.

QUESTIONS BY THE COURT.

The court's questions and Admiral Schley's answers were as follows:

"While off Cienfuegos could you see the shore to the westward of the entrance so distinctly that you were able to form a clear idea of the practicability of making a landing place?"

"Yes, I think I did."

"Was there any reason why you could not send a boat in shore to obtain information about Cervera's squadron from the fishermen or other persons who could be communicated with?"

"There were no fishermen that I discovered anywhere along that coast. I saw none. I saw no boats."

"Lieutenant Hood testifies very positively to a conversation you had with him at Cienfuegos. Can you say that any such conversation took place?"

"I stated under a mistake that it was Lieutenant Wood, the names being so near alike, but what I testified in my direct testimony touching that matter applies with equal force to Lieutenant Hood. I cannot recall one single word that Mr. Hood said to me or any conversation I had with him."

"Had Admiral Cervera left Santiago for some point to the westward at the same time you left Cienfuegos, could not his squadron have passed between your ships and the shore without being seen by you?"

"If that had been night, probably yes. In the daytime, I think not."

"What was your reason for going over twenty miles to the southward of Santiago instead of near the harbor's mouth May 26?"

"Because I laid the course for that point supposing that if the squadron were still out, or had got out coincident with my leaving, they would run to the southward, and it was with the view of giving me a larger horizon."

MIGHT HAVE REMAINED AT SANTIAGO.

"Was it not possible for your squadron to blockade Santiago on May 26 for a few days and still have coal enough to run to Key West?"

"Yes, if I had known then as I knew subsequently that the fleet was there."

"Did not the order under which you were acting require you to remain off Santiago?"

"Possibly, yes; but I do not think that the order given me was to deprive me of all discretion in the matter, if I heard to the contrary."

"Was not the situation at Santiago May 26 such as to warrant you in taking considerable risk in coaling the ships of your squadron?"

"I think that the risks would have been very great—would have been too great, in my judgment. We probably would have lost the collier, and under the circumstances of my information there, I felt that ought not to occur."

"Did not Captain Cotton inform you that the Harvard had coaled at Mole St. Nicholas and that one large ship at a time could coal in ordinary weather?"

"No, I do not recall that. I do not remember that he said anything about coaling at Mole St. Nicholas. His information to me referred mainly to small vessels, as I recollect it."

Admiral Benham—He said nothing about the Harvard coaling, did he?

"I don't remember that he did."

DISABILITY OF THE MERRIMAC.

"Were the injuries to the Merrimac's engines as reported to you of such a character as to convince you that she was hopelessly disabled?"

"Yes. They reported to me that her intermediate valve stem was broken. Of course, not being an engineer, I took it for granted she was hopelessly disabled. I sent the chief engineer on board the next morning early, and he reported to me then that her repairs would require some time."

OBJECT OF THE RECONNOISSANCE.

"What was your object in seeking to develop the batteries May 31?"

"Simply to be able to know what was in front of us. I thought we ought to know that in view of the possibility of our having to be obliged to force the entrance."

"Did you not risk having some of the vessels of your squadron injured in making the attack of May 31?"

"I thought that was remote at the range I had chosen."

"Are you sure that the prevailing wind near Cape Cruz during the month of May was from the west or southwest?"

"I thought so, because that was the conclusion of the pilot. Of course, I knew very little about it, and I think any one who reads sailing directions doesn't get very much comfort out of them."

"You have stated that you considered the movement to the westward on May 26 as based on sound military principle. Why, then, did you go back off Santiago?"

"For the reason, as I stated, that after the steaming radius of the ships had been equalized the time consumed in going back would be very little, and that if it ended in the fact that the Spanish squadron was not there, we would not have lost any great time."

"As the scouts were acting independently and could coal when they pleased, why was their short supply of coal a matter of anxiety to you?"

"Simply because they came together under my command, and I, as the senior officer, had to assume authority for them and their movement."

POINTS REGARDED AS AMBIGUOUS.

"Please point out the particular parts of the department order of May 25 which you regard as ambiguous."

(Reads)—"All of the Department's information indicates Spanish division is still at Santiago." The following paragraph indicates that there was doubt of the fact. They required me to ascertain, or suggested that I ascertain, that. Then, again (reading) "The Cubans who are familiar with Santiago say that there are landing places five or six nautical miles west." That location was, at the time, according to the information I got subsequently, occupied by Spaniards. Again (reading) "As soon as ascertained, notify the department whether enemy is there." Those were the main things that occurred to me as being ambiguous.

"When operating in squadron, has any one authority to change the course of the flagship without the direct order of the commander in chief except to meet some sudden emergency when there is not time to report to the commander in chief?"

"No."

"What reason had you for supposing that the Spanish squadron would run south after leaving Santiago?"

"Simply because that would have been the direction in which they could have hidden themselves sooner."

"Why did the Brooklyn and the Massachusetts leave Key West on May 19, short of coal?"

"Because of the order of the commander in chief. He sent over to me on the morning of the 19th a young officer—I do not racall his name—with instructions and the orders under which I acted, saying the commander in chief thought it would be wise to go at once, or better to go at once."

"Was there any shortage of coal at Key West on May 18?"

"That, of course, I do not know. I do not know that the supply was there."

TOOK SOMETHING FOR GRANTED.

"As you were ordered to go to Cienfuegos to establish a blockade, was it not your duty, under the circumstances, to communicate direct, either by signal or otherwise, with the senior officer of the vessels returning from Cienfuegos and obtain from him all information regarding the situation at or near that port, particularly as there was no probability that the senior officer had knowledge of the destination of the Flying Squadron?"

"McCalla testified that he directed him to communicate to me information of the situation, and I, of course, took it for granted that if he had anything important he would have notified me of the fact without my inquiry."

"Did the Flying Squadron when on blockade off Cienfuegos ever steam in toward the port between 8 p. m. and 4 a. m.?"

"My general impression now is that the steaming of the squadron was principally in a direction to the southward and westward to prevent us from drifting in. We maintained, or tried to maintain, a position closer at night than in the daytime."

SCHLEY'S CONDUCT AT CIENFUEGOS.

"What effort did you make at or near Cienfuegos before the arrival of the Adula to discover whether or not Admiral Cervera's squadron was in that port?"

"I did not make any, because I was led to infer that the coast was occupied and that to have sent in a party would have brought disaster to them. I knew of the cable cutting expedition, and I knew that Captain McCalla had lost quite a number of men, and I supposed that the coast was occupied. I saw evidence once or twice."

"Did any of your light vessels scout between the Flying Squadron and the south coast of Cuba with the view of discovering the Spanish squadron in the event of its having left Santiago for Cienfuegos?"

"No."

"Did you consider Captain Sigsbee's report that he had not seen the Spanish squadron and the pilot Nunez's statement that the Spanish ships were too large to enter the harbor of Santiago proof that the information given to you by Captain McCalla on May 24 that the Spanish force under Cervera had been reported authoritatively in Santiago on May 19, and that they were still reported there on the afternoon of May 24, was erroneous?"

"I do not recollect that he gave that information. I do not recollect it at all."

A HARD QUESTION TO ANSWER.

"If you were governed in making the retrograde movement by the motives you have stated here, why did you send to the Department the dispatch of May 27, 1898, which you gave to Captain Cotton to send in cipher from Kingston?"

"That is a very difficult question to answer."

Admiral Ramsay—You gave four motives for the retrograde movement. Those motives do not appear clear to me.

"I telegraphed mainly regarding the coal supply, because I imagined that that would be the most important motive, in view of the fact that the ships might not have a sufficient supply of coal. I don't know that I gave my reasons for it. I did in a subsequent dispatch to the Department, stating that the movement to the westward had been for a certain object."

"When you designated the New-Orleans as one of the vessels to take part in the bombardment of May 31, did you know the range of her 6-inch guns? Captain Folger has testified that the New-Orleans fired at ranges varying from eight thousand to ten thousand yards."

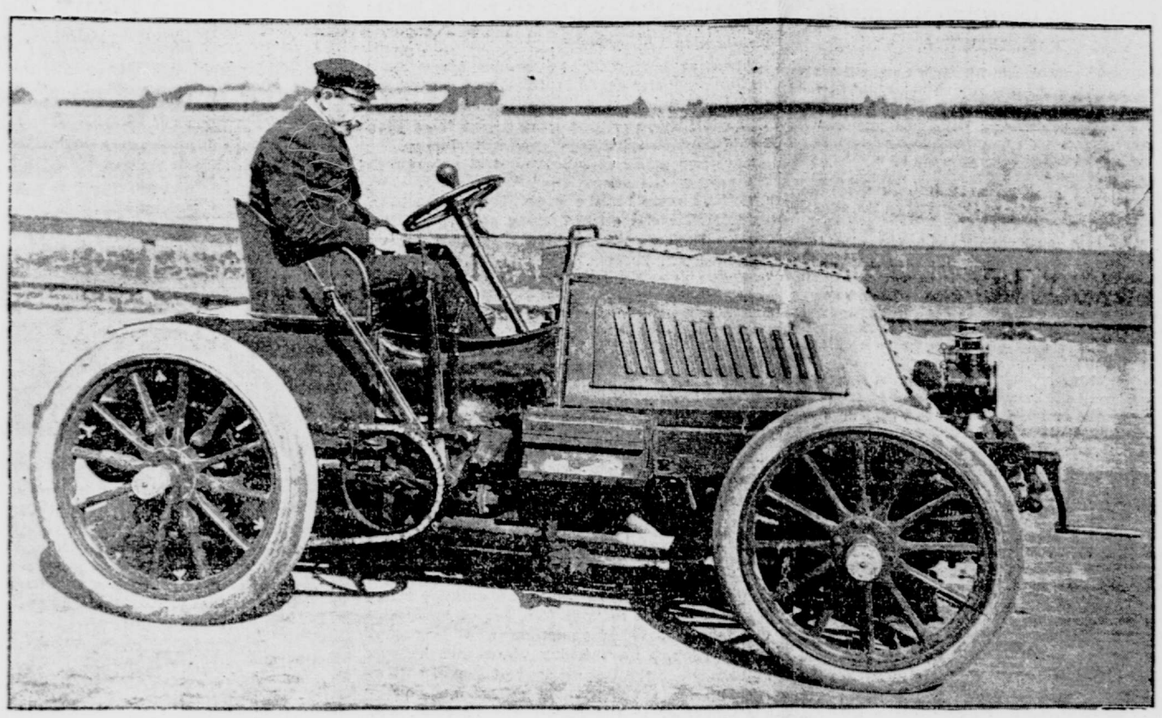
"Yes. I knew that the guns were of extra calibre. I think of about 50 calibre, and that their range was very much longer than the shorter guns of 40 calibre."

SIGNALS FOR THE RECONNOISSANCE.

"If it was your intention on May 31 to open fire with three vessels, only with a view of de-

Continued on fourth page.

"Last chance to see Pan-American Exposition at Buffalo. Inquire of New-York Central and West Shore agents about tickets; $5.50 and $5 for round trip."—Advt.



HENRI FOURNIER ON HIS RACING MACHINE.

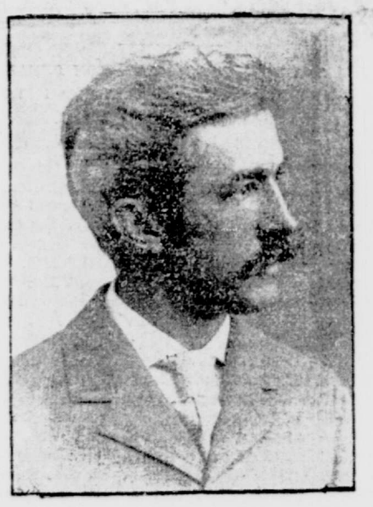
FOURNIER IN A WRECK.

ENGINE HURLS MEN FROM AUTOMOBILE.

H. B. FULLERTON PERHAPS FATALLY INJURED AT A RAILWAY CROSSING—PICKED UP BY HIS BROTHER.

A wildcat engine on the Long Island Railroad smashed into an automobile at Westbury, Long Island, yesterday, at 11:35 a. m., severely injuring four of the six passengers in the vehicle, one of them, H. B. Fullerton, possibly fatally. As usual in accidents of this sort, there are conflicting stories as to who was responsible for it. According to a statement made at the offices of the Long Island Railroad yesterday afternoon, it was the regular train which runs between Mineola and Hicksville which came into collision with the automobile. According to Henri Fournier, the driver of the motor vehicle, the collision was caused by a wildcat locomotive and not by a passenger train.

At 9 a. m. yesterday a party of five automobile enthusiasts left this city for Long Island to look over certain macadamized roads for the purpose of finding a perfectly straight and level stretch of road over which Fournier would be able to run his racing automobile, as he anticipated, close to a mile a minute. The



H. B. FULLERTON.
"The Good Roads" man and automobile enthusiast.

party, which crossed over on the Thirty-fourth-st. ferry, consisted of Henri Fournier, the operator, and the winner of the Paris-Berlin race; A. C. Batchelder, chairman of the Board of Control of the National Cycling Association; Arthur Lewis, of No. 54 West Twenty-first-st.; H. J. Everall, of No. 143 East Thirty-fourth-st., and J. H. Gerrie, a reporter.

FOURNIER TELLS STORY IN BED.

At Jamaica H. B. Fullerton, a special agent of the Long Island Railroad, joined the party. Mr. Fullerton, who has made a practical study of good roads and has occupied many important offices in the League of American Wheelmen, was requested to accompany the party on account of his knowledge of roads, especially those on Long Island. He said that he thought he could direct the party to a stretch of road where the trial could be made later on. It was Mr. Fullerton who made the arrangements for Charles M. Murphy when that racing man rode a mile on a bicycle behind a locomotive in 57 4-5 seconds.

As Fournier was driving the machine at the time the engine struck it at Westbury, his version of the accident is interesting. When seen Fournier was propped up in bed in his room at the Hotel Martin, with his physician in attendance.

"We did not have the racing machine which made the records at the Empire City track," said Fournier, "but a new touring car of the tonneau sort. The automobile is of only ten horse power and will seat six people. Messrs. Fullerton and Batchelder were with me on the front seat, and Gerrie, Lewis and Everall were in the rear. We were going at leisurely speed and enjoying fully the beautiful weather and fine roads. At no time since starting had I attempted to make any speed. Approaching the crossing at Westbury the automobile could not have been travelling at a greater speed than eight miles an hour, and according to Foxhall P. Keene, who saw the trouble, we were not moving at a rate of over six miles an hour. Mr. Keene will, I am sure, vouch for this statement.

"Houses line the roadway at the approach at the crossing, and we had not the slightest intimation that the locomotive was upon us until it was too late to avoid the collision. I jammed down the lever as far as I could, turning sharply in the same direction that the engine was travelling. The result was that the locomotive struck us sideways, and I, of course, remember no more. That is an ugly crossing at West-

Continued on second page.

You know the name. The name tells the story—Frank Jones' Portsmouth Ale—45 years the best. Trade supplied by Rock & Harris, 82 Cortlandt St., New York City.—Advt.

SCORES POISONED BY FOOD.

BAKERY PASTRY AFFECTS PARENTS AND CHILDREN.

PHYSICIANS' OFFICES BESIEGED BY ANXIOUS MOTHERS—ALL CASES DUE TO PTOMAINE.

Many persons were poisoned yesterday and thrown into a panic in the neighborhood of Ninth and Tenth aves., between Forty-third and Forty-ninth sts., by the eating of crullers and doughnuts. All day long physicians were flitting from house to house attending to women and children, and the constant ambulance calls sent to Roosevelt Hospital from morning until night gave the surgeons there the busiest day on record at the hospital. Out of the score or more of cases none are supposed to be serious. As yet no fatal results have been reported.

Excited mothers and fathers could be seen all day rushing to the offices of physicians in the neighborhood, only to find that many callers had preceded them for the same purpose—to get a doctor for the little ones who became suddenly ill at home. Every physician in the neighborhood had more cases than he could attend to.

All the crullers and doughnuts which produced such serious results, and almost a veritable reign of terror, were purchased at the bakeries of R. H. Webber, at Nos. 666 and 694 Tenth-ave. He is a German, who has done a prosperous business in the neighborhood for many years, and is known to all the children, who prefer to make purchases at his places because a cruller or doughnut is usually thrown in.

On Tuesday Webber purchased a new baking oil from the wholesale grocery firm of Smith & Sills, Eighth-ave. and Forty-sixth-st. It was manufactured, it was said, expressly for cooking crullers and doughnuts, and when the bakers went to work on Tuesday night they used the oil instead of lard, which was formerly used.

Yesterday morning many orders were received for crullers and doughnuts at Webber's bakeries. Scores of children from the public schools in West Forty-fourth-st. and West Fiftieth-st. bought some before going to school.

William Sterker, fifteen years old, of No. 673 Tenth-ave., bought some for the breakfast at his home. His brothers and sisters each ate two crullers. In less than half an hour all were deathly sick. George, fifteen years old, who had started to work, returned home; Willie and Harry, ten years old, and Walter, six years, were taken sick in school, and Annie, three years, became sick while playing in the street. With her five children taken suddenly ill almost simultaneously, Mrs. Sterker became thoroughly alarmed, and hastily called Dr. S. C. Hoke, of No. 417 West Forty-sixth-st. He diagnosed the cases as ptomaine poisoning, and immediately gave emetics to each of the children. Although suffering, they were not in a serious condition.

When Dr. Hoke returned to his home he found calls from a half dozen houses. He went to No. 697 Tenth-ave., where Annie Schoppoch, fifty-three years old, and her three children, were ill. They had all eaten crullers or doughnuts from Webber's bakeries at breakfast, and had become suddenly ill soon afterward.

Dr. Hoke was afterward called to attend Lottie Casey, twenty years old, and her brother Charles, ten years old at No. 673 Tenth-ave.; Lizzie Blunt, forty-three years old, and Henry Kahn, eleven years old, of No. 437 West Forty-eighth-st., and Mrs. John Hoffman, forty-two years old; her two daughters, Kate, ten years old, and Annie, twenty years old, at No. 661 Tenth-ave.

In every case the patients were suffering from ptomaine poisoning, alleged to have been caused by eating crullers or doughnuts from Webber's bakeries. When Dr. Hoke received several more calls in the afternoon he decided that the police should be informed. He went to the West Forty-seventh-st. station, where he explained to the sergeant how the people had been poisoned, and advised that the police take action, as fatal results, he said, were liable to happen to some who might eat the pastry.

Detective Frank Gallagher was put on the case, but he could not find Webber. Excitement was rife in the neighborhood, and a large crowd had gathered outside Webber's bakeries, in Tenth-ave. It was rumored that Webber had disappeared, and this added to the confusion. Webber turned up, however, and explained to the police that he was not at fault. His explanation about the new cooking oil he had purchased was satisfactory to the police and he was not arrested.

Dr. Hoke procured several of the crullers and doughnuts, and sent them to the Board of Health. An inspector was sent to the bakery and he made an examination of the flour and the utensils used by Webber. He exonerated Webber from blame. An analysis of the pastry will be made at the Board of Health to-day.

Among the cases reported to the police last night were the following:

Henry Thulman, fifty years old; Ellen, fourteen; Anna, eight, and Albert, ten years old, all of No. 514 West Forty-eighth-st.

Many cases were attended to by private physicians, which were not reported to the police.

NO STRIKE AT FALL RIVER.

TWO OF THE FIVE UNIONS VOTE AGAINST IT.

Fall River, Mass., Oct. 30.—At a mass meeting of the mill operatives here to-night two of the five unions—the spinners and loom fixers—voted against a strike on Monday next, and as a result of this vote there will not be a strike.

LUXURIOUS TRAIN TO CALIFORNIA.
The "Overland Limited." Best of everything en route, via Chicago & North-Western, Union Pacific and Southern Pacific Railways. Offices, 287, 349 and 461 Broadway.—Advt.

A. S. HEWITT WARNS SHEPARD.

TELLS WHY HE SHOULD NOT HAVE ACCEPTED TAMMANY NOMINATION.

JEROME'S SURPRISING STATEMENTS DENIED.

Abram S. Hewitt sent out an open letter criticising Edward M. Shepard for accepting the Tammany nomination and denouncing the Wigwam's record.

Justice Jerome in his speech at Lyric Hall charged that Senator Platt, William C. Whitney and Thomas F. Ryan had plotted to defeat his election. The statements were indignantly denied.

Seth Low was received with great enthusiasm at crowded meetings uptown.

The betting changed from odds on Shepard to odds of 10 to 9 on Low.

Edward M. Shepard "explained" his anti-Tammany speeches of 1897 by accusing Seth Low of taking a similar course against Platt.

Mayor Van Wyck's name was hissed and jeered at a Tammany meeting.

MR. JEROME'S CHARGE.

TALKS OF AN ALLEGED PLOT TO BRING ABOUT HIS DEFEAT—REPUBLICANS INDIGNANTLY DENY THE ALLEGATION.

Casting prudence and moderation to the winds, Justice William Travers Jerome, fusion candidate for District Attorney, last night at Lyric Hall, before an audience made up almost entirely of Republicans charged that William C. Whitney, Senator Thomas C. Platt and Thomas F. Ryan met together yesterday in Mr. Whitney's office in Broadway and then and there plotted to defeat him for the District Attorneyship. He said that William C. Whitney and Senator Platt had done more to debauch and corrupt public life in the United States than any other men; that Mr. Whitney wanted to defeat him for District Attorney, among other reasons because of the loan of $2,000,000 made by the State Trust Company a little more than a year ago to Dennis F. Shea, an office boy; that a group controlling the nominating machinery in the local Republican organization in 1897 got $100,000 for bringing about the nomination of General Tracy; that wringing great wealth from the people caused anarchy, and that it made no difference whether he was defeated or not, the fight against corporate corruption would go on.

Mr. Jerome's attack created a sensation. It was not received with marked cordiality. At first some were inclined to applaud vigorously, but finally his auditors looked puzzled and disturbed. The organization Republicans in the audience, and there were hundreds of them, were downright indignant and excited over it.

James W. Perry, the Republican district leader, who presided at the meeting, said to a Tribune reporter:

"I am thunderstruck that Mr. Jerome should have attacked Senator Platt in the way he did. It was entirely unwarranted and uncalled for. He could not by any possible means have discovered what took place in Mr. Whitney's or Mr. Platt's private office this afternoon, and it is doubtful if he was correctly informed as to what Mr. Platt did or did not do. It is absurd for him to assume that he knows what may have been said. Any evidence he may have obtained of a meeting between Senator Platt and Mr. Whitney and Mr. Ryan must have been of the hearsay variety, and cannot be trustworthy. It is a very remarkable thing for a man who has any desire to be elected against Tammany in this city this fall to attack and traduce his principal ally. I don't know what Mr. Jerome is driving at. I don't believe any prominent Republican in this district sanctions his sentiments here to-night."

George W. Dunn, the chairman of the Republican State Committee, speaking, he said, for Mr. Platt, said last night at the Fifth Avenue Hotel, when he was informed of what Justice Jerome had said:

"It is rot and nonsense. Senator Platt has been spending all his time in the last three weeks in work for the fusion ticket. He has given all his time and attention to that, neglecting everything else. Both in private conversation and publicly he has declared himself as unswervingly for the ticket. He has urged on all the leaders that they work hard for the fusion ticket, and he has said he will accept no excuse if there is a defection in any district. He is the most loyal and hardworking of all the leaders. I don't know whether or not he has seen Mr. Whitney, but I don't believe he has. If he has seen him, you can rest assured that there was no compact of that kind discussed or dreamed of. Somebody must have deceived Justice Jerome very badly, but we forgive him, and will continue to work hard for him and for the whole fusion ticket."

Mr. Whitney and Mr. Ryan had gone to bed when Tribune reporters attempted to get replies from them to Justice Jerome's statements. Members of their respective households, when told of the remarks of the justice, declined to waken them.

Mr. Jerome reached Lyric Hall, in Sixth-ave., between Forty-first and Forty-second sts., after making addrdesses at Pythagoras Hall, in East Broadway, and at New Irving Hall, in Broome-st., at both of which places men fought and struggled to get inside and hear what he had to say. At Pythagoras Hall he declared for an amendment to the laws which would permit Jews to do business on Sunday, and he declared that the present laws against Sunday violation were viciously and manifestly unjust.

At Lyric Hall he was greeted by waving flags and loud acclaim. There were hundreds of women present, and they applauded his utterances. He said in part:

When this campaign started there was much talk about Republicanism and Democracy, there was much talk of Shepard and Low, but, unless I misread all the signs of the times, there has come into this campaign in the last week of it an element so deadly and threatening that any question of individuality of candidates or any question of Democracy or Republicanism is lost sight of entirely. There is a man by the name of William C. Whitney, and there is a man by the name of Thomas C. Platt, and that man William C. Whitney, has done more to corrupt public life in the United States than any man that breathes on the face of God's footstool to-day, and that man William C. Whitney, together with one Ryan, met to-day, and they met in Mr. Whitney's private office in the city of New-York, and they conferred, and after they had conferred they sent for Thomas C. Platt and Thomas C. Platt went to that office. He is a man more accustomed to sending for others to come to him than he is to go to them. He went up the back elevator and was taken to the private room of William C. Whitney, and then William C. Whitney and Thomas Ryan, who had been waiting in the office of the Morton Trust Company, went to the room where Thomas C. Platt was, and they conferred. I know what they conferred about. Now I have got no use and never had any use for Thomas C. Platt, any more than I had for Richard Croker, and they have lifted this campaign by their corrupt methods into a campaign of the people against those who have done more to debauch the great public life of America than any two men that ever lived.

This part of Mr. Jerome's speech is a fair sample of what he said all the way through.

Continued on second page.

The only through Sleeping Car route, New-York to Quebec, is via Connecticut River Line. Train leaves New-York, N. Y., N. H. and H. R. R., at 4 p. m. daily, except Sundays.—Advt.

HEWITT'S TELLING WORDS.

SAYS MR. SHEPARD SHOULD HAVE REPLIED TO TAMMANY: "IS THY SERVANT A DOG THAT HE SHALL DO THIS THING?"

Abram S. Hewitt yesterday sent out an open letter entitled "A Retrospect and a Warning," which will be read with great interest by all New-Yorkers. Mr. Hewitt takes Mr. Shepard to task for accepting the nomination of Tammany Hall, and shows how impossible it will be for him, if elected, to change Tammany Hall. He says there is no analogy between Shepard's position now and his own in 1886—which Shepard has declared there is—and that, were the positions the same, Shepard should retire and vote for Low. The main question, he adds, was not what Shepard could do with Croker, but what Croker would do with Shepard. The letter follows:

Two or three days before the Tammany convention met George Foster Peabody called upon me to say that Croker was willing to take Edward M. Shepard as the Tammany nominee for Mayor and that Shepard was considering the suggestion. Peabody told me that he and Mr. Orr had advised Shepard to accept the nomination, because, whether he or President Low should be elected, the city would be sure to have an honest administration. He asked me for my opinion, which I supposed was to be communicated to Shepard. I replied that Shepard's acceptance was to my mind simply unthinkable, that it would be false to his professions and his practice in the past, and that any association with Tammany Hall would, in my judgment, result in his political ruin.

Whether this opinion was communicated to Shepard or not I do not know, but, fearing that he might be induced by bad advice, however well meant, to accept the nomination, I gave an interview on the same day to a reporter of "The Evening Post," in the hope that its publication might induce Shepard to decline the nomination. I did this because I was afraid he would overlook, in his desire to reform the city government, the false position in which he would place himself by abandoning the friends with whom he had worked in the cause of reform, and by going over to the enemy, to assume a position of leadership in the organization which he had denounced for many years in language familiar to the public, and which therefore need not be recalled here. I did not see how he could avoid the imputation of being untrue to himself and of having been seduced by the temptation of office, in which doubtless he hoped to make a good record. **The question in my mind was not what Shepard could do with Croker, but what Croker would do with Shepard.** I knew very well that Croker, in the desperate condition in which Tammany Hall was placed, would try to save himself from defeat by capturing, if he could, the strongest and ablest man among his opponents. What he wanted was a popular vindication for Tammany, and he was willing to take the risk of two years of obstruction from the Mayor, provided he could control the county offices and particularly the office of District Attorney, which, as the law stands, is a position of far greater importance to Tammany than that of Mayor. Hence, in the interview, considering Shepard's record and Croker's object, **I said that his only reply to the tender of a nomination should be. "Is thy servant a dog that he shall do this thing?"** This undoubtedly was a strong expression, but I thought, and still think as Shepard's friend, that this was the only course of action open to him, and I regret that he did not take my advice. Instead of doing so, in his great speech at Tammany Hall he justified his acceptance of the nomination by my action in 1886, when I ran for Mayor against Henry George and Theodore Roosevelt. He said: "I hope to be pardoned if I follow the Abram S. Hewitt of 1886, to whose labors for many years in or with Tammany Hall the Abram S. Hewitt of 1901 may well look back, as do his fellow citizens, with honorable satisfaction."

NO ANALOGY WITH 1886.

Foreseeing from a remark made by Mr. Peabody that Shepard might regard my acceptance of the nomination in 1886 as a precedent for his acceptance, I pointed out very briefly in "The Post" interview that there was no analogy between the political situation at this time and teh state of affairs in 1886. **I supposed from his familiarity with political history that Shepard would himself make the distinction, but, as a matter of fact, his reply to me is practically: "You're another."** He couples this with the statement that for many years I was connected with Tammany Hall in a way which ought to give me "honorable satisfaction." I confess I was amazed and grieved by this perversion of the real facts of 1886, and, above all, of the facts of my connection with Tammany Hall, which for nearly fifty years I had uniformly opposed, except for a brief period of reform under Tilden hereinafter referred to. I did not feel called upon however, to pursue the matter further, and would not now do so in view of my relations with Shepard if two eminent members of the bar, Mr. Lewis Delafield and Mr. Albert Stickney, had not each, in communications over their own signatures, repeated the erroneous statement of Mr. Shepard that the distinction between the two occasions was "shadowy." Lawyers are supposed never to give an opinion without first becoming familiar with the facts, and yet here are three gentlemen, having no superiors at the bar, concurring in a statement absolutely contrary to the facts of the case and altogether misleading as to my action. I still waited in the expectation that one or the other of these gentlemen would revise the judgment which they had given in ignorance of the circumstances. Since Mr. Bourke Cockran made his anti-Tammany speech in defence of Mr. Shepard at the meeting last week in Carnegie Hall, over which Mr. Stickney presided, there has been no excuse for the failure of these gentlemen to withdraw the statements which did me injustice and deceived the public. Cockran made the following statement, which I extract from the report of his speech in "The Times."

"Mr. Cockran next went into the history of Mr. Hewitt's nomination for the mayoralty. He called attention to the fact that in 1886 there were three leading organizations in this city—the Republicans, Tammany Hall and the County Democracy. The two Democratic organizations were very evenly balanced in point of strength, he said. The County Democracy had elected the Mayor in 1884, and controlled every department of the city government. In the spring the Henry George movement took shape and gathared such momentum that it was generally believed that if each of the three organizations nominated separate tickets his election would be certain. 'Many of us believed,' said the speaker, 'while we had the most profound respect for Mr. George's ability and integrity, that the platform which he adopted portended grave danger to the security of property, and while it was absolutely certain that Tammany Hall, by indorsing him, could secure the election of its whole county ticket, yet, in deference to what its leaders then believed

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