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AS NECESSARY AS STEAM.

Today advertising is as necessary to the transaction of certain lines of business as steam and electricity are to machinery.—R. J. Gunning.

SIGSBEE TESTIFIES

Met the Flying Squadron Off Santiago.

REPORTED TO COMMODORE SCHLEY

Correspondent Dieuaide Relates Experience on the Texas.

ADMIRAL EVANS EXCUSED

When the Schley court of inquiry assembled this morning Admiral Robley D. Evans, in command of the Iowa during the Spanish war, continued his testimony which was begun yesterday.

Capt. Miller, in command of the collier Merrimac, while the flying squadron was off Cienfuegos and later at Santiago, and Capt. Jewell of the Minneapolis went on the stand to certify to the correctness of the printed report of their testimony.

Capt. Lemly, judge advocate, was present when the court met, but immediately after it had been opened by Admiral Dewey he withdrew. The sudden death of his sister at her home in North Carolina called forth general sympathy for the judge advocate. It is the third death that has occurred to in some extent affect the proceedings of the court. The first was that of President McKinley and the second was that of Mr. Jere M. Wilson, senior counsel for Admiral Schley.

Mr. Rayner continued his cross-examination of Admiral Evans.

Q. (By Mr. Rayner): Did you have a conversation with Admiral Schley July 4 some time in the morning between 8 and 9 o'clock on his flagship at Santiago, in the course of which you used language substantially as follows: 'Did you know that Jack Phillip ran away at the beginning of the battle?' To which Commodore Schley replied, 'You are mistaken about that, Evans. I saw nothing of the kind. The Brooklyn made a turn and Capt. Phillip's action was made necessary?' A. I do not remember being on board the flagship at that time. I am quite positive I was not on board the Brooklyn. As to that conversation, I never said anything to that effect. Thinking over last night what did occur in reference to the Texas, I think Commodore Schley and I discussed the position of the Texas when the fight began. The Texas was headed to the east, but turned in the same direction as the rest of the ships. I think that was the question I discussed with Commodore Schley, but that I ever indicated that Capt. Philip ran away with his ship I have no recollection.

Q. Did you have a conversation on the same day and in the place and same hour, or at any other place, in which you used language substantially as follows: "I shot the bow off the Furor, the stern off the Pluton, put my helm to starboard and raked the Teresa and knocked out the Viscaya." A. To the best of my knowledge I never used that language.

"I remember," said Admiral Evans, referring to a time when Commodore Schley had called the commanding officers on board the Brooklyn after the Colon was discovered, May 20, "the commodore remarked before we left that he felt the country held him responsible that battle ships should not be under fire from shore batteries until the Spanish fleet had been destroyed."

Mr. Rayner read from a report by Capt. McCalla, in order to show that there was a plan of battle, but Admiral Evans insisted that there was nothing in the language quoted to justify such a construction.

Position of the Vessels.

A long line of cross-questioning followed in regard to the positions of the vessels during the battle before Santiago, Mr. Rayner seeking to show that there were discrepancies between some statements made in Admiral Evans' book on the war and statements he made before the court of inquiry yesterday. Admiral Evans insisted that what he had formerly said was in strict accordance with his testimony on the stand. Mr. Rayner also sought to show that his statements of distances did not correspond with distances shown on the chart prepared by the hydrographic office of the Navy Department, which had been admitted as evidence before the court and which hangs on the wall in the court room.

Mr. Hanna remarked concerning the hydrographic office chart: "The lighthouse at the entrance to Santiago is fixed on that chart. There is some difference of opinion as to the exact position of the shore line and we shall be glad to have witnesses brought here to determine how it should be corrected in a proper way."

Mr. Hanna said the map was prepared merely to show the relative position of the vessels before Santiago, the shore line being sketched in as well as possible, but it was material to the purposes for which the map had been introduced. If the map were to be questioned he thought it would be proper to have an inquiry into its inaccuracies made by experts of the hydrographic office, who could be called to the stand.

Admiral Evans, in stating the time at which various incidents of the battle of Santiago occurred, said that the time he gave was the time given him by the navigator of the ship, he himself not having on the spot recorded the time.

The Santiago Blockade.

Mr. Rayner continued on a long line of very searching questions in order to develop discrepancies in the testimony of the witness, the latter, however, maintaining that nothing was shown to indicate such discrepancies. He insisted that his testimony was consistent in showing that the blockading fleet before the harbor of Santiago prior to the battle was further out at night than it was during the daytime.

On cross-examination the witness said that they had coaled continually while off Santiago from the 1st of June to the time of the battle.

Q. Were you not considerably worried in reference to coaling vessels off the port of Santiago between June 1 and July 3? A. I was not worried, I was anxious about it.

Q. Did you say a great load had been lifted off your mind and off the mind of the commanding officer in chief when coaling places had been established? A. That was because smaller vessels could get their coal at the coaling stations. My anxiety was not in regard to the larger vessels.

Questions were asked in regard to the reporting of lights by the witness while at sea, and he said whenever at sea he had reported any lights to the commanding officer, which was required by the regulations.

On the 24th, while still at Cienfuegos, at 9:15 a.m., a signal was given from the Iowa to the Brooklyn: "Gunboat standing out of the harbor." Signals followed from the Brooklyn to the Iowa: "Coal the Dupont."

"I took the Dupont alongside," said the witness, "and gave her coal."

At the time the Iowa gave the Brooklyn the signal in regard to the gunboat the witness said he expected the commodore would tell him to fire at the gunboat.

"This gunboat," he said, "came out to take a look at us, and went back again."

Mr. Rayner questioned the witness in regard to conditions off Santiago, asking whether, between the 29th of May and the 1st of June, he could at all times see other vessels of the blockading squadron. He replied that he could not do this, that it frequently happened that vessels of the squadron were entirely invisible.

Q. By Mr. Hanna: How far back and forward did you steam during the blockade? A. My estimate was six miles east and six miles west of Moro entrance.

Q. How far would that bring you, according to your estimate, at the end of the ellipse from the mouth of the harbor? A. I should think it would bring us about twelve miles.

There was some further questioning by Mr. Hanna to establish the distance of the Iowa from the Colon at the time the attack was made on the latter on May 31.

The witness said that none of the shells from the Colon or from the shore batteries came anywhere near him. After the commodore stopped with the flagship and New Orleans as he closed up near them a shell came and fell between the ships from the Socapa.

Q. Do you remember any signal from the flagship during that engagement? A. I find a signal in the record book as reported to me. That is all I know about it.

Q. Do you remember whether in this campaign while you were before Santiago or on the way to Santiago you had any order of battle given you? A. No. We steamed in column with flankers out on each side.

Q. Had you definite instructions what to do if the enemy should suddenly appear from the harbor? A. Had no instruction. We would maneuver in obedience to signals.

Correspondent Dieuaide's Testimony.

Mr. Thomas M. Dieuaide, who was a correspondent on board the Texas from April until after the battle of Santiago, was then called to the stand. He testified that he was on the bridge of the Texas with Capt. Philip as long as the latter was there, and he went below with the captain. He had made notes during the progress of the battle and produced his notebook, from which

Capt. Charles D. Sigsbee.

he read the time at which different signals were given. At 9:30 he noted the enemy was escaping and at 9:38 the first forward six-inch gun was fired. Ten or fifteen minutes after the battle began he saw the Brooklyn.

Q. (By Mr. Hanna): Where was she when you first saw her? A. She was off the port bow.

Q. How far away? A. I would not like to make any exact estimate. She seemed very close going seaward.

Q. Was she heading toward or away from the Texas? A. About at right angles.

Next note (reading from notebook) "Not struck yet at 9:50. Stopped both engines hard starboard."

Saw the Brooklyn in Front.

The witness had no entry showing that Capt. Philip gave the order. The next entry in the notebook stated: "It was Brooklyn, close shave."

Q. By Mr. Hanna: You say you do not care to estimate the distance between the Texas and the Brooklyn? I do not ask you to do so, but can't you say whether it was half a mile? A. I should think not. I do not suppose it was a quarter of a mile.

The witness said that when the signal to stop was given he was not on the same side of the conning tower as Capt. Philip, but he at once went around the conning tower to where the latter was standing.

"I heard Philip's voice," said the witness. "Then I went around the other side of the conning tower and found why we stopped. He (Capt. Philip) waved his hand and said: 'Look at that fellow going out to sea.'"

He said that Lieut. Hellner was near Capt. Philip when this order was given. Some messenger may also have been there, but he was not sure.

Q. By Admiral Dewey: Did you hear Capt. Philip give any order to back? A. No, sir, I do not know whether I did.

Q. You would have heard it had he given orders? A. I might not.

Q. By Mr. Hanna: You were at Cienfuegos during this campaign? A. I was on the Texas.

Q. Did you at any time make a trip in a boat away from the Texas while at Cienfuegos? A. Yes.

Q. On what date? A. The 24th, about noon.

The witness said that in a small rowboat on the date given he had gone about three miles outside, where the Texas was lying.

Mr. Hanna asked the witness in regard to the positions of the Iowa and Oregon at the time the Brooklyn passed the Texas, but Mr. Rayner objected to this question, saying that it was enough to establish the position of the Brooklyn and that the Iowa and the Oregon did not affect Admiral Schley, and the objection was sustained by the court.

Mr. Rayner referred to an article written by the witness and published in a New York paper in relation to the incident of the Brooklyn's loop, in order to show that that article contained no reference to the incident of backing the Texas.

Mr. Hanna then asked the witness a question to show why he did not make that statement in the article written on the same day or the day after the battle.

Mr. Rayner objected to this question, but the court approved it, and the witness replied:

"The reason was that Captain Philip asked me to do so in so many words, and at the same time I did not want to write it myself. I thought it was not right to do so during a time of war. The captain said he had confidence that I would write nothing that would reflect on any one in any way."

Q. By Mr. Rayner: Captain Philip asked you to make it as nice for everybody as you could. How could you make it nice? A. By saying nothing about it.

Mr. Rayner also questioned the witness in regard to headlines over the article referred to, these headlines indicating that the victory was Schley's. The witness said that that was not in his report.

Capt. Sigsbee on the Stand.

Captain Charles D. Sigsbee, who was in command of the Maine when sunk in the harbor of Havana, and who was later commander of the cruiser St. Paul, went on the stand. He said that in obedience to orders from Captain Wise, who was his commanding officer, he had proceeded to the vicinity of Santiago, arriving there on the 21st. He told of taking aboard the Cuban pilot Nunez and said that he did not have great confidence in that individual. His instructions were to report to Commodore Schley that the Spanish squadron probably was in Santiago harbor. He fell in with the flying squadron on the evening of May 26, the squadron then being twenty or twenty-five miles south of Santiago. He had reported to Commodore Schley that he "knew nothing positively" about the Spanish.

He was then asked if he had expressed his belief to Commodore Schley that Cervera's fleet was not in the harbor, as reported later by Commodore Schley.

A controversy arose over the admissibility of the question, and the court took a recess for luncheon before receiving the reply of the witness.

Sigsbee's Report to Schley.

At 2 o'clock, when the court reassembled, Capt. Lemly, the judge advocate, was pres-

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THE HEMP INQUIRY

Continuation of the Senate Committee Investigation.

MR. HAWKS STILL TESTIFYING

Prospectus and Stock Organization of the Company.

MANY LETTERS READ

The investigation of charges against Lieutenant Colonel H. O. S. Heistand, U. S. A., before a subcommittee of the Senate committee on military affairs consisting of Senators Hawley, chairman; Proctor, Burrows, Cockrell and Harris was resumed this morning at 10 o'clock. Some minutes were consumed in reading the record of yesterday's proceeding. The accusing witness, Erastus L. Hawks, continued his testimony commenced yesterday afternoon. Prefacing his evidence, Mr. Hawks stated that he wished to make a statement. He said he had not intended to bring any ladies' names into the controversy, but inasmuch as Colonel Heistand had reflected upon witness regarding his alleged bringing of Mrs. Heistand's name into the case he believed it to be incumbent upon him to read letters which had passed between them on the subject.

Mr. Charles W. Needham, counsel for Colonel Heistand, objected to the introduction of such letters. After some discussion the suggestion of Senator Burrows that the letters be read by the committee before being admitted as a part of the proceedings was adopted.

In reply to Mr. Hawks' statement that he had been reflected upon and that the letters had important bearing upon the case, Senator Cockrell stated that the committee was not sitting to consider reflections upon Mr. Hawks, but to ascertain facts, and if the letters were vital to such inquiry they would be considered.

Division of the Stock.

This episode being settled, Mr. Hawks said he had failed yesterday to relate an incident of an agreement alleged to have been entered into between Col. Heistand and himself regarding a division of the stock of the rope company. One hundred and fifty thousand dollars' worth was set aside to be divided between witness, Col. Heistand, Gen. Corbin, Mr. Meiklejohn, Mr. Boyd and Dudley & Michener, the share of the latter firm to be in payment for their services. This agreement, he declared, was made in Col. Heistand's office. He believed the latter's share was to be $40,000 worth of the stock. Continuing, witness said that while he was in New York he endeavored to raise sufficient capital to put the company on a sound financial basis, and saw members of the firm of Flint, Eddy & Co. He related his conversations with them and declared that he told them that his alleged official associates in the company would be influential in favor of the company.

The negotiations with Flint, Eddy & Co. were at first very favorable. They continued for six weeks. An agent of Flint, Eddy & Co., came from Manila, but went immediately to England. On his return negotiations were continued until witness was taken sick. He came to Washington, where he was confined to bed for four weeks. In the fifth week Colonel Heistand called on witness at the Y. I. Hotel on 13th street, and after talking a few minutes said:

"Major, Assistant Secretary of the Navy Allen and General H. C. Corbin have withdrawn. Mr. Meiklejohn wants the 'to whom it may concern letter' returned to him. He gave no reasons, but said Mr. Allen had been called up by telephone from New York, and asked if he was in this combination, whereupon Mr. Allen had gone to General Corbin and informed him."

Witness stated that this conversation occurred about a week before Colonel Heistand sailed for Paris. No one was present at this conversation. Witness said he at once told Colonel Heistand that Meiklejohn could have the letter, and got his nurse to get his papers out of a drawer and gave Colonel Heistand the letter. Witness then declared that as Colonel Heistand was leaving his room he looked back and said:

Decided to Burn Up Nothing.

"Major, I think you had better burn up the rest of that correspondence." "I then determined," said witness, "to burn up nothing."

Witness further stated that he told Col. Heistand when it was announced that Gen. Corbin and Mr. Allen would withdraw that he felt that such withdrawals would break up the company.

Senator Harris asked witness if he had expected that the gentlemen named in connection with the company were expected to use any influence other than that of stockholders in its behalf.

"They were not to pay anything for their stock?"

"Did they know this?"

"I desire to say that I never had any conversation with any of the gentlemen named except with Mr. Boyd," was the reply. "I took Col. Heistand's word for it."

"Did any of the gentlemen ever sign any subscriptions to stock?" inquired Senator Hawley.

"The only paper any of them ever signed was the 'to whom it may concern' letter."

"Was there anything in your conversation with Mr. Boyd regarding the matter of influence?"

"I do not recollect."

"Did you ask Mr. Boyd to sign the 'to whom it may concern' letter?"

"I gave him the letter, and he signed it."

Witness reiterated that he had never had any conversation with Mr. Boyd about the amount of stock he was to have. It had never been fully decided what the amount of stock of the proposed company would be. It was first intended to be $1,000,000, of which the promoters were to get 15 per cent, or $150,000, of which witness and Col. Heistand were to get $40,000 each, the rest to be divided up, as formerly stated, between the other alleged promoters and Attorneys Dudley and Michener. No prospectus of the company was ever published. Witness handed the committee a typewritten copy of a prospectus, which he said had been drawn by Dudley and Michener. Another, he said, was drawn, but simply increased the capital stock to $2,000,000. The prospectus was then read by Senator Burrows. It was the outline of a company which it was proposed to form to deal in Manila hemp, and erect and establish factories near Manila to manufacture rope, cordage, etc. It gave glowing description of the advantages of such an enterprise, and declared there was no doubt the United States government would look favorably upon it. It was stated that there were associated in the company men of large means, and that stock would be disposed of only to men of enterprise and of influence.

Subscription to Stock.

The subscription to stock agreement was also read. It provided that $850,000 worth should be sold and made E. L. Hawks promoter, and provided that he should have 1,500 shares of stock in full payment for all his services and expenses. The document was not signed.

Witness Hawks handed the committee copies of letters written by Messrs. Watson and Hendrick, hemp experts, on the subject of the proposed enterprise, negotiations having been entered into with them for

(Continued on Eleventh Page.)

EMMA GOLDMAN TO SPEAK.

Will Repeat the Speech to Which Czolgosz Referred.

CHICAGO, October 1.—The speech which Leon Czolgosz claims inspired him to assassinate the President will be repeated by Emma Goldman here Thursday night. Czolgosz heard this lecture in Cleveland, and Miss Goldman said today she wished to give the public a chance to see if there was anything incendiary in it. So deep has been the feeling against the anarchists that not until yesterday were the "reds" able to secure a hall at any price. Chief of Police O'Neill said he would have detectives in the hall to preserve order and keep the speaker's utterances within proper bounds.

MAKE TOUR OF THE PARKS.

Senator McMillan and Party Obtain Data for Washington's Benefit.

Special Dispatch to The Evening Star.

BOSTON, Mass., October 1.—On the invitation of the Massachusetts metropolitan park commission, Senator McMillan, chairman, and Charles Moore, clerk of the Senate District committee, have made a tour of the parks in the vicinity of Boston. They were accompanied by Mr. William B de las Cassas, the chairman of the commission; Mr. Edwin B. Hascall, the principal owner of the Boston Herald, who is a member of the commission, and by Mr. Frederick Law Olmsted, jr., the landscape architect of the metropolitan work, and of the Washington park commission. The first visit was made to the boys' open-air gymnasium on the Charles river embankment. There a hundred or more boys were found using the horizontal and parallel bars, the climbing ropes and other apparatus. At the childrens' gymnasium near by the little people were busy with sand piles, swings and kindergarten games, played on the grass.

Thence the party went along the river drive, built by a private corporation, the water front being given to the city by Cambridge for park purposes. Driving past Harvard College, where Mr. McKim has just completed several imposing buildings and also a monumental fence to enclose the college yard, the party visited the speedway and drive, and there saw what might be accomplished along the Anacostia.

The drive next was past the Longfellow and Lowell houses, by the Fresh Pond and Mystic Valley parkways to Winchester, where luncheon was served; thence through Middlesex Fells to Malden, where a special electric car was waiting to take the party to Revere Beach, one of the great public bathing beaches maintained by the commission. Over 100,000 people were accommodated at this beach Labor day. The bath house arrangements provide 1,700 separate rooms for bathers, and every detail has been worked out. The metropolitan park commission has already expended over $9,000,000, which sum represents simply the work on connections and land takings, Boston and many of the surrounding cities having elaborate park systems of their won.

The Boston work is remarkable for its extent in miles, for the effectiveness with which waste lands have been brought into use and made beautiful, for the great improvement made in real estate values, and for simplicity, beauty and availability for use by the 1,100,000 people who share in its benefits.

The inspection lasted from 9:30 in the morning till 5:30 in the afternoon. Senator Gallinger was to have been of the party, but was detained at his home in Concord, N. H.

MURDER OVER A CRAP GAME.

Murderer a Fugitive, Probably Hiding in Dismal Swamp.

Special Dispatch to The Evening Star.

PORTSMOUTH, Va., October 1.—Becoming involved in a quarrel concerning a crap game, Willie Jordan drew a pistol and shot Benjamin Walker through the heart. He then held the crowd at bay while he walked out of the room. He warned those in the store at Gilmerton, where the crime was committed, that he would kill the first man who attempted to follow him, and he vowed vengeance against the man who informed upon him. The county authorities have been notified of the crime and are searching for the fugutive, who is believed either to have fled the country or to be hiding in the Dismal swamp.

LINEMEN AND REPAIRMEN STRIKE.

Employes of Chicago Telephone Company Demand More Wages.

CHICAGO, October 1.—Three hundred and fifty linemen and repairmen employed by the Chicago Telephone Company went on strike today for higher wages.

At present the wage scale is $2.75 a day for linemen and $3 for foremen. The striking employes demand an increase, respectively to $3.25 and $3.75 a day. Officials of the company claim the strike will not affect the operation of their lines.

GEORGE M. PULLMAN MARRIED.

His Bride is a Sister of His Brother's Wife.

CARSON, Nev., October 1.—George M. Pullman, son of the late George M. Pullman, the palace car builder, and Mrs. Brazell have been united in marriage here by Justice of the Peace Stone. The marriage was witnessed by Mrs. West, mother of the bride, and J. O'Donnell, both of San Francisco. The party departed for San Francisco last night. Mrs. Pullman is one of three sisters, whose home was in San Francisco. One sister is married to Hugh McDonnell, a mining expert, and another to Sanger Pullman, a brother of George M. Pullman. Since George M. Pullman has been visiting his brother at Redwood City he has been constantly with Mrs. Brazell, who recently got a divorce from her husband, Col. Jim Brazell, famous as a Comstock broker in bonanza days, and now a mining expert.

CHINESE CITIZENS OF HAWAII

May Be Admitted to United States Under Exclusion Act.

SAN FRANCISCO, October 1.—A decision by the United States Treasury Department affecting the status of Chinese born or naturalized in the Hawaiian Islands before their annexation has been handed down to Port Collector Stratton. It was in the case of Ti Li Hong, a merchant, who became a citizen of Hawaii several years ago. By the ruling of the Treasury Department he has been allowed to land at this port as an American citizen.

Customs Collector Stratton has received an order from Immigration Inspector Powderly to allow Fei Chi and Hung Hsiang Hai, Chinese students, to remain until they can procure certificates from China, as required by the exclusion act. The applicants are students on their way to Oberlin College. They came to this city with a passport signed by Li Hung Chang, but Collector Stratton decided that a passport from even the empress dowager would be of no value, because the act requires a certificate, not a passport.

DANISH GUNBOAT FOUNDERS.

Moen Goes Down Near Copenhagen—Crew All Saved.

COPENHAGEN, October 1.—The Danish gunboat Moen, while at gun practice today with Prisant shells, foundered to the eastward of the middle ground. Her mast head can be seen a few yards above the water. The crew of the vessel was saved.

The Moen was an iron gunboat of 356 tons' displacement. She was 111 feet long, had 28 feet 10 inches beam and had 523 indicated horse power. She had a crew of thirty-five men.

AT THE WHITE HOUSE

Three Members Absent From Today's Cabinet Meeting.

PACIFIC CABLE FRANCHISE DISCUSSED

A Japanese Statesman Talks With the President.

TODAY'S APPOINTMENTS

Secretaries Hay, Gage and Root are out of the city and were not at the cabinet meeting held today. With one exception the meeting was devoted to departmental affairs, the President making inquiries as to the status of business in the various branches of the government. The important question under discussion was the petition of the new cable company headed by John W. Mackey for the privilege of landing its cable in this country, Hawaii, Guam and in Manila. The proposition was made to President Roosevelt about a week ago, and is the most important new matter pending before the new administration. Several questions have arisen that tend to prevent or delay the granting of the proposition, although it is believed by some of the cabinet members that these questions will be settled and that the privileges asked for by the new company will be granted.

The principal question is whether the right can be granted for the landing of a cable in the Philippines. It is claimed by those opposing the granting of the petition that the Spanish government gave an exclusive concession to a cable company in the Philippines for a period of forty years, and that this concession was binding on the United States when it assumed ownership of the Philippines. Whether this is true or not will be passed upon by Attorney General Knox, who has been asked by President Roosevelt for an opinion on the question. Mr. Knox will render an opinion as soon as a full study of the case will permit. The opinion of some of the cabinet members was that Spain's concessions ceased to be of force when this country took possession. If this is true, then President Roosevelt has full authority to grant the cable landing in the islands. If the concession granted by Spain was binding on this government then the cable company now operating out of the Philippines has an exclusive privilege that cannot be infringed upon for a number of years.

A Distinguished Japanese.

There were few callers upon President Roosevelt this morning before the cabinet met at 11 o'clock, but among these were K. Takahira, the Japanese minister, and Dr. K. Hatoyama, one of the most distinguished men of Japan. Dr. Hatoyama is accompanied by his wife, and they came to this country on a pleasant mission. On October 23 both President Roosevelt and Dr. Hatoyama will receive from Yale the honorary degrees of LL.D. Dr. Hatoyama is a graduate of Yale of the class of 1881 and was in that institution when President Roosevelt was in Harvard. After graduating from Yale and returning to Japan Dr. Hatoyama occupied many places of distinction in his native country. He was a member of the Japanese house of representatives for nine years, and three years of that time he was speaker of the house. He held other high political positions and then became identified with the educational institutions of his country. He was first a professor in the imperial university of Japan, but later became the head of another large institution. He is still at the head of this institution. He arrived at Seattle about a week ago and will remain in this county for probably a month.

President Roosevelt and the Japanese visitors had a long and interesting talk, the President asking much about Japan and expressing the most friendly interest in the little country across the Pacific.

"Commercial conditions in Japan have not been so good for several years," said Dr. Hatoyama, "but the outlook is brightening right along and the prospect is for a revival of good times in Japan. The business depression followed the war with China. Our victory gave our people an idea that our nation was an exceedingly big one and many enterprises were begun. In the course of time there was an overproduction without markets for the surplus, and hard times followed."

Other Callers Today.

Paymaster General Bates and Brigadier Gen. James M. Bell, who retires today, saw the President, as did also F. H. Wines, the assistant director of the census bureau, and Representative Kleberg of Texas.

Senator Deboe of Kentucky is in the city and will see the President tomorrow regarding several Kentucky matters.

Ex-Senator Marion Butler of North Carolina called at the White House after the cabinet meeting and made an appointment to see the President tomorrow.

It has been decided to appoint A. S. Dean as United States attorney for Kansas, in place of I. E. Lambert, resigned.

Today's Appointments.

President Roosevelt today made the following appointments:

War—To be colonel of cavalry, Louis H. Rucker. To be lieutenant colonel of cavalry, George S. Anderson. To be major of cavalry, John C. Gresham. To be captain of cavalry, Clyde E. Hawkins. To be first lieutenants of cavalry, William F. H. Godson, George Steunenberg. To be second lieutenants of cavalry, Talbot Smith, James E. Abbott. To be colonel of infantry, Chas. R. Paul. To be lieutenant colonel of infantry, Harry L. Haskell. To be first lieutenants of infantry, A. La Rue Christie, Will H. Point, Walter O. Bowman. To be second lieutenants of infantry, Melville H. Fechheimer, Robert K. Spiller, Horace F. Sykes, Jennings B. Wilson, Frederic G. Kellond, John C. Murphy, Rowland S. Pike, William P. Screws. To be surgeon of volunteers, with rank of major, John C. Greenewalt. To be assistant surgeon of volunteers, rank of captain, Edwin M. Trook. To be assistant surgeons, rank of first lieutenant, Herbert Meloy Smith, Cosam Julian Bartlett, Evan Park Howell. To be first lieutenant in the artillery corps, Ellison L. Gilmer. To be second lieutenants in the artillery corps, Walter V. Cotchett, Elisha G. Abbott, Morris E. Locke, Marion B. Wilholt.

State—To be consul of the United States at Saltillo, Mexico, Arthur H. Williams of New Hampshire.

Navy—To be assistant surgeons, with rank of lieutenant, junior grade, Lewis Wilson Bishop, Archibald M. Fauntleroy.

OVER TWELVE MILLIONS SURPLUS.

Statement of Government Finances for September.

The comparative statement of the receipts and expenditures of the Treasury Department for the month of September shows that the total receipts for the month were $44,434,422 and the total expenditures $32,810,736, a surplus of $12,123,686, the largest surplus for any single month in a long time. The receipts from the different sources for the month were as follows: Customs, $19,160,613; internal revenue, $22,433,053; miscellaneous, $2,840,755.

For the three months of the present fiscal year the total receipts have been $142,148,888 and the expenditures $123,969,824, a surplus of $18,179,064. For the same period of the last fiscal year the receipts were $144,948,242 and the expenditures $143,649,823, a surplus of only $1,298,419. The great surplus of the three months of this year is not due to an increase in receipts, as is seen, but to a decrease in expenditures. On account of the War Department the expenditures so far this fiscal year have been $31,635,074, while for the same period a year ago the expenditures had been $48,202,109, a decrease of about $16,507,135.

Government receipts from internal revenue today were $355,204; customs, $337,982; miscellaneous, $98,169. Expenditures, $2,060,000.

THE INDUSTRIAL COMMISSION.

First Meeting Held Since the Summer Vacation.

The first meeting of the industrial commission since the summer vacation was held today, and the time was devoted to a conference in regard to the annual report which is to be submitted to Congress. The subject of transportation was also taken up, and it is expected the commission will devote about two weeks to its consideration.

WILL GO TO MEXICO.

Meeting of American Delegates to Pan-American Congress.

The United States delegates to the coming congress of American republics held their first meeting at the State Department today. There were present William I. Buchanan, John Barrett, Charles M. Pepper and Volney W. Foster. The fifth delegate, ex-Senator Henry G. Davis, has not yet reached Washington.

The delegates were called to order by Acting Secretary Adee in the diplomatic room of the State Department, and, after a half hour spent in a discussion of the method of procedure to be adopted, a recess was taken until 3 o'clock this afternoon, with the intention of then calling in a body on President Roosevelt to pay their respects.

Mr. Fox of the bureau of American republics, who is to act as secretary to the United States delegates, is making arrangements for the equipment of a special train which will convey these delegates, together with a number of representatives of the Central and South American republics, from Washington to the City of Mexico, by way of St. Louis. It is intended that this train shall be a model of excellence from a railroad point of view, and every care will be taken to insure the comfort of the passengers.

PROSPECTS IN KENTUCKY.

Representative Boreing Thinks Outlook Favorable for Republicans.

Representative Vincent Boreing of Kentucky, accompanied by his son, J. R. Boreing, was among the arrivals at the Ebbitt this afternoon. Representative Boreing was greeted by many old friends and congratulated upon what he considers excellent chances for his election to the United States Senate. He expressed himself as being pleased with the outlook for electing a republican majority in the Kentucky legislature. He will remain in the city several days.

THE McKINLEY ISLANDS.

Proposition to Change the Name of the Philippines.

It is said that a proposition will be submitted to Congress at its coming session to change the name of the Philippine Islands to the McKinley Islands, the idea being to perpetuate the name and glory of the martyred President and his administration.

The Coinage in September.

The monthly statement of coinage executed at the mints of the United States shows that there was a total coinage in September of 13,547,241 pieces, valued at $8,160,401. The total coinage of gold was $4,100,177; coinage of silver, $3,899,524; minor coinage, $160,700.

Personal Mention.

Secretary Long returned to this city last evening from a short visit to his family at Hingham, Mass.

Rear Admiral Hichborn, retired, formerly chief of the bureau of construction and repair, has taken up his residence for the winter at 1707 N street after a long visit to the New England coast and Atlantic City.

Ex-Governor Allen of Porto Rico came to Washington from Lowell, Mass., yesterday to attend the funeral of Mrs. Caroline H. Flint, wife of Dr. James M. Flint, retired, of the navy. Mr. Allen was at the Navy Department for a short time in consultation with Acting Secretary Hackett.

Mr. Richard Anderson, one of the oldest attaches of the Police Court, who has been on his annual leave, returned to duty this morning.

Dr. Asa S. Fisher, who has been spending his vacation visiting his daughter, Miss Zoe, a teacher in Leland Stanford University, and other friends in California, has returned to his home in this city. While in San Francisco he was tendered a reception by his old church.

Walter T. Ketcham, formerly of this city and now of Omaha, Neb., is making a short visit here with friends and relatives.

Mr. Samuel D. Truitt has gone to New York to be absent several days.

Fred Parks of the Pennsylvania railroad is seriously ill with typhoid fever at his home, 1719 Riggs place. His physicians reported this morning, however, that his fever had subsided somewhat and that his disease was yielding to treatment.

Mr. Benjamin F. Adams of the District building has returned from an extended trip to the north. While away he visited his home in Hinsdale, N. H., and was also in Dartmouth and Boston.

The Rosecrans at Portland.

The War Department is informed of the arrival at Portland, Ore., of the transport Rosecrans from St. Michael, Alaska, with two companies of the 7th Infantry, which have been stationed at Fort Egbert, on the Yukon river.

ANOTHER CLOSE RACE

Big Cup Yachts Have Contest in Light Wind.

FIRST ONE, THEN THE OTHER LEADS

Shamrock Turned the First Stake Ahead of Columbia.

TRIANGULAR COURSE TODAY

NEW YORK, October 1.—A fifteen-knot breeze from the nor'-nor'east was ruffling the ocean when the crews of the Columbia and the British challenger turned out with the sun this morning. There was a snap of early autumn in the air, and overhead an unspotted blue sky gave promise of an ideal day for the second race between the big flyers. The crews of the yachts were early astir. Breakfast was over by 7 o'clock and half an hour later the men were on board their respective vessels. Sail covers were taken off the mainsails at once and jibs and staysails were sent up in stops.

Both yachts were ready for a start by 8:30 o'clock. The mooring chains had been unshackled and they were holding only by a slip line.

All night the wind blew strongly from the northwest, but it began to subside at sunrise and the weather sharps shook their heads dubiously and predicted that the beautiful fifteen-knot wind would not hold long enough to get the race fairly started. The wind shifted around to the northnortheast, but the sea, owing to the offshore wind of the past day or two, seemed to have subsided and there was very little surf on the Jersey coast.

Out to sea a number of coasters and pilot boats had little difficulty in standing along under sail and appeared to roll very little.

Start on the Windward Leg.

The members of the committee stated last night that it was their earnest desire to send the yachts to the windward leg of ten miles from the start, so that in case the wind should shift the yachts would at least have a beat in some portion of the race. But ten miles from Sandy Hook lightship would have brought the yachts upon the Long Island shore, and in order to give them a beat of ten miles in that direction it looked this morning as if the committee would have to shift the starting point to very close to the Jersey shore near Seabright.

At 9 o'clock the observer at Sandy Hook reported the wind as fourteen miles from the northeast and the sea smooth.

The Columbia was the first to start for the lightship. She was in tow, and was followed a few minutes later by the Shamrock.

At 9 o'clock the lower bay presented a prettier and more animated sight than it had on either of the previous race days.

There was a large fleet of pleasure craft hovering about and a noticeable increase in the number of sailing yachts. Lewis Nixon's houseboat, the Loudon, was anchored near Sir Thomas Lipton's big yacht, the Erin, while near by was the old schoonr yacht America, which fifty years ago brought to these shores the silver trophy for which the Columbia and Shamrock are struggling.

Wind Begins to Fail.

As the yachts drew down toward the starting line the wind was decreasing perceptibly. When they were about three miles from the lightship the vanguard of the patrol boats and committee boat hove in sight, and away up the narrows a growing cloud of black smoke heralded the coming of the great excursion fleet. The close race of Saturday and the beautiful weather which prevailed in the early morning today drew an attendance considerably in excess of either of the preceding days.

By 10 o'clock the racers were at the lightship and the skirmish line of the excursion fleet was sweeping around the Hook.

Sir Thomas Lipton's steam yacht, the Erin, was well to the front of the fleet with a distinguished party on board. The big dent in her port quarter made by the revenue cutter Gresham in collision on Saturday had been straightened out and a coat of green paint covered all outer marks of the accident.

Meantime both the Columbia and the Shamrock were making sail and swarms of nimble-footed sailors were busy on their decks.

A few minutes after 10 o'clock the Shamrock had set her club topsail, staysail and jib in addition to her mainsail, and a minute or two after the Columbia followed suit. The sails filled fairly well as they came about to the wind, but the breeze appeared to be rather fitful. Then both the racers dropped their towlines and stood off, while the judge's boat took a position somewhat to the north of the lightship.

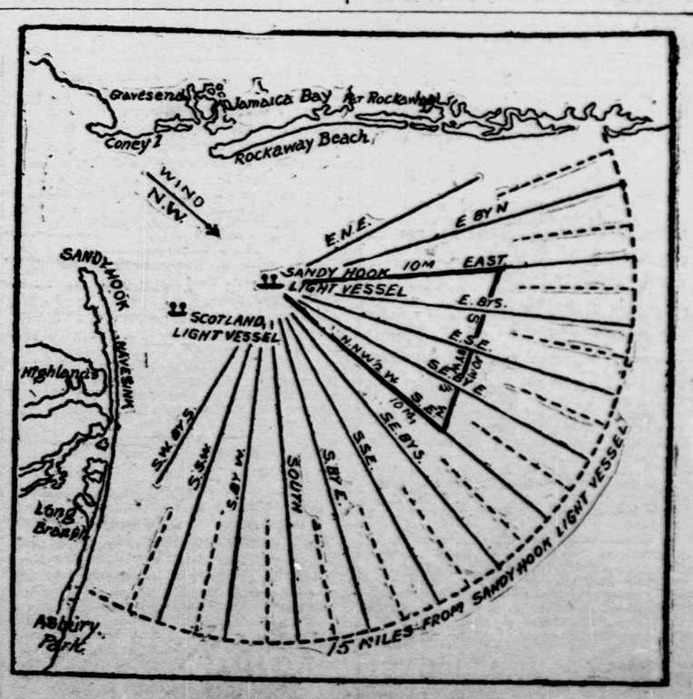
After a conference on board the committee boat signals were set for a course as follows:

The first leg due east, a beat; the second, south-southwest, one-half west, a broad reach on the port tack, and the third north-northwest, one-half west; a close fetch to the finish on the starboard tack.

Meanwhile the wind had fallen so light that the two big yachts stood up like churches, the breeze not being strong enough to give them any heel.

Wind Was Dying Out.

By the time the preparatory gun was fired the yachts scarcely had steerage way, the flags on the committee boat barely being lifted out from the mast. In order to facilitate her maneuvering the Shamrock broke out her baby jibtopsail, as also did the Columbia. The yachts spent more than seven



COURSE OF TODAY'S YACHT RACE.