# SCHLEY'S ACCOUNT OF SANTIAGO FIGHT

## Told His Story in Plain Words and Unaffected Style—Narrative Was Straightforward and to the Point.

Washington, Oct. 25.—The chief event in the Schley court of inquiry today was Admiral Schley's relation of the events of July 3, when the American fleet sent Cervera's squadron to the bottom of the sea or to the beach. He told his story of this historical occurrence in plain words and in unaffected style, but the narrative was straightforward and to the point, indicating close familiarity with all the phases of that event.

He said that the Brooklyn had for a time sustained the fire of all four Spanish ships and also the fire of the Spanish land batteries. Explaining the historical turn of his own flagship, the Brooklyn, he said that she had not approached to within less than 600 yards of the Texas and that he never had considered his vessel in the least danger.

DID NOT "DAMN THE TEXAS."

He also stated, in response to an interrogation from Mr. Raynor, that he had never, during the battle, engaged in any colloquy with Lieut. Hodgson and that he had not used the expression attributed to him by Hodgson. This refers to the alleged colloquy in which the admiral is charged with having said, "Damn the Texas."

As Admiral Schley left the courtroom he was given an ovation. A large number of persons had halted outside the courtroom and many insisted on shaking hands with him. The assemblage escorted him up the hill from the gunners' workshop, in which the court sits, to the outer gates of the navy yards.

DESCRIPTION OF THE BATTLE.

Admiral Schley began his description of the battle of July 9 at 2:15 o'clock.

"On the morning of July 3," said he, "the day broke beautifully. The skies were fleeced with white clouds, and the breeze continued a little bit longer off the land that morning than usual. After I had eaten breakfast I came up to take a survey of the situation with glasses. We were lying at that time possibly three miles or a little bit over from the land, and I wondered very much why they had permitted us to remain so close. It was a matter of constant inquiry and discussion on board, and especially why the batteries did not fire on us.

"At a quarter of 9 my orderly reported to me that signal had been made from the flagship to disregard her movements, and that she had gone eastward. I did not, of course, know where she had gone. I sat under an awning that we had put in position each day as the sun rose in order that the officers might collect there. I think we also had one forward for the best.

SPANIARDS COME OUT.

"I came on deck with my glasses after having gone below for a little while, and while I was sitting abaft on a hatchway I heard a call from the forward bridge: 'Tell the commodore that the fleet is coming out.' That was some time after the men had been called to quarters, about 9:35 o'clock. The ship at that moment was lying with her head in toward the land in the direction of Cabanas, which was a little cove to the westward, and one of the marking points we used in maintaining our position.

AMERICAN SHIPS' POSITION.

"I looked over the starboard side and saw the enemy coming out of the entrance of the harbor. I then looked eastward to see the order of the ships and I saw the Texas apparently a point or more abaft the starboard beam. My own recollection now, as near as I can state it, is that the ship's head was near north-northwest. The Texas appeared to me to be heading on some of the easterly courses. To the left of her was the Iowa. She was, of course, to the eastward of the Texas. The Oregon was to the eastward of the Iowa. The Indiana was eastward of that position and the Gloucester was lying in under the land. I thought in the neighborhood of Aguadores. The New York was out of sight and out of signal distance with glasses.

"I looked at that in order to determine what my position in the action was to be. If the vessel had not been out of sight, I should never have made a signal. The moment that I saw that, I went forward onto the little platform I had constructed on the battle tower, in order to be very close to Capt. Cook. I had only been there a moment or two when Capt. Cook joined me. In the meantime Mr. Hodgson, who was on the upper bridge, sang out something to the captain about being connected up and all ready, and he at the same time said to me: 'Commodore, they are coming right at us.' 'Well,' I said, 'go right for them.' The helm was put aport.

"CLEAR FOR ACTION."

"The ship was started ahead, first at perhaps about half speed; I do not remember. She took her way very quickly, and when we headed around I said to Capt. Cook: 'Go ahead full speed and hoist signal to clear ship for action.' We generally made that signal because there was around the quarter deck and the forecastle of most of these ships a little temporary railing composed usually of oars and ropes to keep people from falling overboard. Generally an awning of some sort was up. Tht signal was followed by: 'Close up close for action.'

ALL CHARGED ON ENEMY.

"The Brooklyn as well as the other vessels of the squadron charged immediately into the entrance in accordance with the original plan of seeking the enemy's ships in the entrance or driving them ashore. We continued directly for the head of the enemy's column, the idea uppermost in mind being that if we could arrest them long enough for the battleships to close in and knock them to pieces that would be our best point of attack. They continued on this course, porting and starboarding to meet the movements of the leading ship, which I assumed to be the flagship from a flag at her masthead.

"I suppose from the time we started we were ten to twelve minutes turning first with port helm and then with advancing direct to the enemy. I saw the ships to the eastward and westward closing in. I said to Capt. Cook: 'Close action or close up has been hoisted, and it means to keep inside of a thousand yards, out of their effective torpedo range.' Capt. Cook was standing alongside me, and said: 'Yes, we will soon be within the cross-fire of these ships. I said: 'Yes,' and then I saw we had advanced without firing.

THE FIRST GUN.

"The first gun, I think, was fired by Lieut Simpson, almost directly over the forecastle of the ship. I saw the leading ship, which apparently had started with the intention of ramming, take a turn to the westward, leaving a gap between her and the ship following, which subsequently proved to be the Vizcaya. We were advancing in the direction of the Vizcaya when she also seemed to have given up the intention to ram, and turned to the westward, following the direction of the leading ship.

TURN OF THE BROOKLYN.

"It then became apparent as we were steering in diametrically opposite courses, that the original plan had failed, and that the Spanish fleet, in order and apparently at distances, had succeeeded in passing the battleship line. A new feature of the fight became immediately apparent. Capt. Cook gave the order to port helm. I did not. I should have done it in a second. I saw the shipshold swinging very rapidly, and I asked him whether his helm was hard aport. I never saw the ship turn more rapidly than she did at this time. Her turn was continuous. There was no easing of her helm.

TEXAS NO MENACE.

"I never saw the starboard side of the Texas at all. We were never across her bow. I never was at her port side, and she never approached any position that was within 600 yards of the Brooklyn. She never entered into my head at all as a menace or danger. We passed completely around the circle. The least range that was given was 1,100 yards, and the fact of the nearness of that ship (the second Spanish ship) impressed itself upon my mind and will never be forgotten, because I could see with the naked eye men running over her turrets to her superstructure deck, and I observed the daylight between their legs as they ran. We turned very rapidly, and I had been for a long time under the impression that our starboard engine was backed, from the fact that I was standing upon the starboard and in looking astern I saw an unusual amount of churned water. It looked to me very much as if the engine had been backing. Though the matter was not one of record, I found out subsequently I had always been under the impression that that engine had backed.

NO TALK WITH HODGSON.

"During the turn Mr. Hodgson very properly made some allusion to look out, perhaps, for the Texas. I do not recall what it is, but there was never any colloquy of any character between Mr. Hodgson and myself. First, he was too good an officer to have transgressed one of the plainest duties of an officer at such a time, and second, if he had undertaken it I would neither have permitted it for a second. That is fiction; there was no colloquy.

A TERRIFIC COMBAT.

"Before we turned the leading ship was abeam, or a little abaft the beam, and when we turned about she was ahead of us, that is, on the starboard bow, and all four ships and the forts were firing at the same time, and from that moment the following ten or fifteen minutes were the most furious part of the combat. I rememeber very distinctly seeing, from time to time, as my attention was attracted for a moment, the jets of water ahead and astern and over and short. The roar of projectiles was one of the things that can be heard only once in a lifetime, and then never forgotten.

FIRING ON BROOKLYN.

"It appeared at that moment that all four of those ships were at work upon the Brooklyn. There was not the slightest evidence they had even been injured. The thought passed through my mind that after all our precautions and waiting those fellows would get away.

"At that moment I felt, and I thought I remarked to Capt. Cook, that we were alone and would perhaps have most of the fight upon ourselves, because I did not know then that the battleships could possibly keep up their speed. But I said to him: 'We must stay with this crowd.' I had no idea that we would escape. Of course, if they could have shot as well as our people did they certainly would have got us.

OREGON COMES UP.

"When we had completely turned around on a westerly course the ships appeared to have been broken up a little, although still in some semblance of formation, and just at that moment I saw the Oregon breaking in through this cloud envelope. She broke through on the starboard quarter. I hoisted the signal of 'close up,' and then 'follow the flag,' feeling that a new disposition was necessary. That signal was replied to, and I saw it repeated. Capt. Clark knew very well it was not intended for him, because he was following the flag, so he repeated it to the other ships.

"In a very few moments after the Oregon broke through this cloud of smoke she was perhaps four or five hundred yards distant. These two ships, the Oregon and the Brooklyn, were firing in a manner I had never seen before. I never before realized what rapid gun fire meant. Both ships were at that time a sheet of flame. Soon after that I saw that the leading ship was evidently battered hard. She lagged astern. I saw smoke coming out of her ports, and out of her hatches, and the fact that impressed itself upon me was that the columns were going straight up in the air.

"KEEP THE BOYS INFORMED."

"I said to Capt. Cook, who was constantly at my side: 'We have got one. Keep the boys below informed of all the movements. They cannot see and they ought to know,' and he did so throughout the action. Every few minutes messages were sent below to the men, that were answered often times with cheers, which we could hear through the ventilators.

"It appeared to be a very short interval of time after that that I saw another ship on fire, which proved later to be the Oquendo. She evidently had suffered very severely, and started immediately inshore, leaving the Vizcaya and the Colon. The Vizcaya took a leading position on the bow, and I thought for a little while that she would perhaps outfoot us. The Colon worked inshore, and the time between the dropping out of action of those two ships until the Vizcaya turned inshore was a period of perhaps thirty minutes, during which she was abreast of the Brooklyn and the Oregon.

"I looked to the eastward and got occasional glimpses of the Indiana and of the Gloucester. I could not see very well what they were doing, owing to the clouds of smoke, though I knew that both were doing admirable work. I felt that the moment those vessels ran into the beach the commanding officers of the ships which could not keep the pace with the two leaders would take care of the prisoners and would save them from the insurgents, as well as from their own fire.

THE VIZCAYA GOES ASHORE.

"About thirty minutes, as nearly as I can remember, was the length of time from the turning in or the wounding of those two first vessels until the Vizcaya went ashore. She was a little forward of the beam of the Brooklyn, and I do not think at any time over 2,300 at 2,400 yards away. She was in most excellent target range, and I remember that a marine stationed in the top reported that he did not see any of the shots of the two ships, the Brooklyn and the Oregon, hitting the water. So I imagined from that that they were striking the ship. It was on the trip outward after the turn. I was very anxious about the ranges, because I did not want the Vizcaya and the Colon to get out of good fighting range.

DEATH OF ELLIS.

"Ellis, who was an expert with the stadimeter, constantly kept that instrument on those vessels and, knowing exactly their heights, reported to me that they were maintaining the same range, but I thought my eye was a little more sensitive, and I said: 'No, they are evidently gaining.' He went from me the second time, and that was the last I saw of him alive. In performing this magnificent duty he lost his life. He was struck about ten feet from where I was standing. His brains and blood were thrown over a great many people, and some of it reached me.

"He immediately fell, of course, to the deck, and it was a shocking sight to men who had never seen such a thing before. Lieut. McCauley and Dr. Devalin got down, or rather they were standing between him and the tower. They picked up the body and carried it to the side. I just happened to see them through this opening, and called out to them not to throw that body overboard; that I thought that one who had fallen so gallantly deserved to be buried as a Christian. His body was laid under the lee of the forward turret and covered with a blanket and there kept until after the battle.

"Just before the Vizcaya turned to run ashore she put her helm starboard, apparently starting out for the Brooklyn or the Oregon. I don't remember which, and evidently at that moment got a very severe wound, for I saw quite an explosion under her bow, and in a moment afterward she put her helm hard aport, turning inshore, smoke coming from all of her hatches. I thought she was going to capsize, she had such a tremendous list to port.

"PHILIP IS ALWAYS SENSIBLE."

"Just then I saw a shell strike her that appeared to me to rake her fore and aft, and I thought to myself she would sink in deep water, so I told the signal officer to signal Texas to look out for her men and to save them, but the Texas was too far astern to receive the message. I made the remark at the time, however, 'Philip is always sensible. He needs no instructions about such things.'

"During this part of the fight I noticed that all of the signal halyards of my ship were cut. I think possibly with one exception. One of the speed cones we had hoisted was cut and came very near striking me. It came down in front of me and went overboard.

"After the Vizcaya had turned in afire, her colors down, the Colon edged in shore and appeared to be following the contour of the coast, and I thought at that time, looking astern and observing what had happened to her consorts, she was seeking the best place she could find in order to end the matter at once.

MEN GIVEN A REST.

"From Assaderos, which was behind, some sixteen miles west of the harbor of Santiago, to the point Rio Tarquino is perhaps thirty miles, so I said to Capt. Cook, 'Cease firing' and to make the signal. I also told Capt Cook to let his men come out of the turrets into the cooler air and get something to eat and hurry up his men below.

"I think I went into the battle tower myself at that time and sang out to the men below that we had got all of them except one, and I thought they could be depended upon to catch that other vessel. I heard a good deal of merriment and rejoicing. I went back to the bridge and soon realized that they were doing their best.

ONE COMPARTMENT FILLED.

"There was a jingle to the rails and a vibration to the vessel, and I perceived that the motion of the ship was sluggish. I suggested to Capt. Cook that we possibly had some compartments filled. He sent the carpenter down, and it developed that one of the after compartments had filled with water, which we thought was due to the fact that we had received some injury below the water line. The carpenter as well as the captain, thought it unwise to examine the compartment until we could get into smoother water, where we could possibly handle it much more rapidly. That course was decided upon.

"The ship's speed, of course, came up with some rapidity, and toward 12 o'clock it was very apparent that we were gaining upon the chase. I said to Capt. Cook several times during the action, 'Would it not be a good idea to edge in so that we could finish those fellows?' and he replied that we had them in the most excellent target range, and that the guns of the two ships seemed to be doing most admirable work. We were pointing at that time for Tarquino Point, under Cape Cruz, at the point extending to the southward. My idea was that, in steering that course, if the Colon kept up her course she would be obliged to come out. I then said I would get up a lot of extra ammunition, so that when she came out into close quarters it would be a question of but a few minutes before we knocked her out.

"As we were going out to head her off there were various signals between the Oregon and myself, of a pleasing character. Some were official. I gave the order to Capt. Clark to open fire with his thirteen-inch guns. Capt. Clark has testified that he did not receive it, and I always had been under the impression, until I heard him say otherwise, that that order had been transmitted. However, we continued to advance, the Oregon and the Brooklyn. I don't think the Oregon was further astern than 800 yards. I do not believe the prolongation of her course at any time would have passed within 500 yards of the Brooklyn. We were practically and relatively at the same distance; perhaps the Brooklyn was a little nearer at times and then the Oregon a little nearer.

THE BIG GUNS OPEN.

"We continued in this position until about 12:50, when we realized that we were within range of this vessel and we tried the thirteen-inch and the eight-inch guns on her. Several of them fell short, but I remember that one of the Oregon's thirteen-inch shots passed entirely over the Colon, and that one of the eight-inch shots of the Brooklyn passed over her also. I saw with my own eyes the jet of water beyond. I thought at first it had gone through her, but it appears that it did not strike her.

THE ENEMY SURRENDERS.

"The position of the Colon being directly under the fire of the two ships, there was no question in the mind of the captain of the Colon that it would be fatal. I think he did exactly right. A sacrifice of life would have been unnecessary, so he fired a gun to the leeward and hauled his flag down, and ran on to the bar at the mouth of Rio Tarquino. I signalled at once to cease firing; that the enemy had surrendered.

"We hauled up and immediately passed into position. We had some difficulty in getting out a boat, on account of the steam being turned off and the cranks having been struck. They were more or less jammed. We steamed into a position of a thousand yards. I remember distinctly Capt. Cook asking if we should slow up. I said, 'No, continue in.' Capt. Cook changed his course. We were all in fighting rig. We arrived in the vicinity of the Colon at 1:30. At the time she hauled her colors down I did not think she was over four miles from us. We were running then in the neighborhood of fifteen knots.

"When the surrender took place I naturally felt interested in the vessels that were following. I was then on the bridge, and with glasses I saw three vessels astern. I could see the masts of two. I could see only the smoke of the third one. We lowered the boat and Capt. Cook went ashore. He said to me, 'Commodore, what are the terms of surrender?' I said to him, 'Unconditional. Those are matters that the commander-in-chief must arrange. We can only accept an unconditional surrender.'

THE NEW YORK APPEARS.

At 2 o'clock and 23 minutes, about, the New York came up. I had made signals to her. I think she was quite half an hour in answering one of them. Of course, there was not very much breeze from the land. When she came up I made the signal to her that it was a glorious day for our country, and as soon as I could I went on board to pay my respects. In the meantime Capt. Cook, who had been detained some little time, started off to make his report, and went on board the flagship.

REPORTS TO SAMPSON.

"When he returned I took the boat and went on board myself. There I reported substantially what had occurred, the incidents and events of the battle, in a hurried way. After having stated them to the commander-in-chief, a group of officers who were standing on the opposite side came up to me and asked me—of course everybody was interested—for the details of this battle, and I repeated them in a hasty way. Chaplain Royce of the New York came up and said, 'Commodore, your work is not over yet. The Resolute has just arrived. Capt. Eaton reports that there is a Spanish battleship on the coast, and the admiral wants to see you.'

"I went over and there found Capt. Clark in the presence of the commander-in-chief. I made some suggestion to him about hoisting the flag on the Colon, and said that I was prepared, if he had not come up, to have a force of fifty or sixty men, mechanics and marines, on board to take possession, to avoid anything like—my impression is that I used the words 'monkeying with her.' I said that because they were throwing something overboard, what afteward proved to be the breech-blocks, and I thought that there might be some possibility of injuring her piping below—wounding her and so on.

SCHLEY MUCH ELATED.

"As soon as he mentioned to me to take the Oregon and go eastward and meet this ship which had been seen by the Resolute, I must say I felt some little delight, because I thought that after the admirable work of the squadron on that day, and the part that the Brooklyn and Oregon had in it, there was nothing that carried Spanish colors that we should have hesitated to meet."

After this story of the battle, told by the senior officer who participated in it, the vast audience which had listened for an hour in almost breathless quiet, appeared to shift about slightly and then to settle down for the remainder of the narrative. The admiral told of the pursuit of the strange vessel, how he had met the Vixen and had been informed it was the battleship Pelayo, and how, when it was ultimately run down, it proved to be an Austrian cruiser which was bound for Santiago to carry away neutrals before the city was attacked by the American forces.

CALLS ON CERVERA.

Returning from this chase, Admiral Schley told of the passing the Iowa when he was hailed by Capt. Evans, who informed him that Admiral Cervera was on board and would like very much to see him. Admiral Schley said that he went on board the Iowa, having in the meantime directed his men not to cheer, as he did not think it would be proper to exult over a foe who had fought and behaved so gallantly.

"I found the Spanish admiral greatly dejected," said the witness. "I said to him I knew he had lost everything, clothing as well as money, and I informed him that my wardrobe, as well as my purse, as far as that would go, was at his service."

Admiral Cervera, the witness said, thanked him for his courtesy, saying he had never met a sailor who was not a gentleman, but declined the proffer, only asking to be allowed to send a dispatch to his government announcing the fate of his squadron.

END OF THE BATTLE.

"I told him there would be no objection to that whatever," said the witness. "And that," the admiral said, closing his narrative impressively, "ended the battle of the 3rd day of July, 1898."

"I wish to add," he continued, "that I was very much impressed on that day with the fact that the officers and the men who were engaged in that struggle fulfilled in the very highest and in the very noblest degree the traditions of the American navy."

REFERS TO TAYLOR'S TESTIMONY.

Admiral Schley next referred to the testimony given before the court by Admiral Taylor, who, during the Santiago campaign commanded the Indiana. "Admiral Taylor," he said, "has testified here that he saw the Brooklyn pass a mile and a half south of the line that day. Capt. Taylor's position was distant from that of the Brooklyn possibly four miles. In the preparation of the Senate document, which is before the court, the statement is made that the movement of the Brooklyn in making the loop separated her by 800 yards from the enemy. Capt. Taylor was a member of the board which made that declaration. His evidence of 300 yards as testified to here, does not agree with that fact. Furthermore, the log-book of the Iowa for July 3, as printed in the report of the bureau of navigation, states that the Indiana soon dropped hopelessly behind. So that I did not think Admiral Taylor was in a position to have been cognizant of the fact.

THAT FAMOUS TURN.

"I do not think the Brooklyn passed even within her tactical diameter when she made the loop. When she made that turn I don't think she separated herself beyond 600 yards, because when she turned from the Vizcaya, her distance was a little less than 1,100 yards. After that range was given we had advanced a little and when she turned around the leading ship of the Spanish fleet, at least the ship of that fleet west of us, was not over 800 yards away. That was my reason for that conclusion."

"GLORY ENOUGH FOR ALL.

The admiral said he was unable to recall a conversation with Capt. McCalla on July 5, when the latter had said to Admiral Schley, according to Capt. McCalla's statement on the witness stand, "that there was glory enough for all." Admiral Schley said he had first seen this sentiment as formulated accredited to Senator Hale. "Senator Hale," he said, "expressed my feeling at the time, and that feeling I still hold."

Speaking further on this subject, Admiral Schley said: "My report had been practically written. I do not think I added any material fact to it, as I wrote it on the way down to Guantanamo. I cannot recollect Capt. McCalla's observations at all. In fact a controversy was not thought of at that time."

ORIGINAL PLAN OF BATTLE.

Here Mr. Raynor reminded Admiral Schley that he had stated that at the beginning of the battle the ships charged in accordance with the original plan. "Now," he asked, "with whom did that plan originate?"

"That was the general order of the commander-in-chief during the time of the blockade, but that failed because the enemy succeeded really in passing the battle line," replied Admiral Schley.

Mr. Raynor next asked his client concerning the reported colloquy between himself and Lieut.-Commander Hodgson during the Brooklyn's turn on July 3. "Did you," he asked, "at any time within the hearing or presence of Mr. Hodgson, use the words attributed to you at one time by Mr. Hodgson?"

Responding, the admiral said: "No; I have not the slightest remembrance or recollection of using any such words. I have so stated to Mr. Hodgson. I think it is a simple matter of recollection with him, Mr. Hodgson is a very honorable officer, and I think the fault lies with his memory rather than otherwise."

CORRESPONDENCE WITH HODGSON.

In response to Mr. Raynor, Admiral Schley detailed the particulars of his correspondence with Lieut.-Commander Hodgson regarding the publication of this alleged colloquy, saying that because of the original publication he had thought proper to ask Mr. Hodgson for an explanation. "Mr. Hodgson," he said, "wrote me quite a long letter in return to this matter, containing terms that appeared to me so intemperate, so denunciatory of this article that I felt it should not be published, as it would provoke upon him probably a severe and unnecessary assault.

WHAT SCHLEY WROTE.

"I wrote him then that this was a misposition on the subject of the proprieties or improprieties from his point of view. I also wrote him that this was a distinct colloquy, the tendency of which he, of course, understood and knew. So that I wanted him to say whether that was true or not, in his own interest as well as mine, and I suggested to him that his answer, whatever he might say, should be short, because at that time he was before a court of inquiry in relation to the matter of the grounding of the Brooklyn, and he was unusually anxious. That letter I published. It provoked, of course, a reply that led to an investigation in which Mr. Hellner involved himself, but I never was asked anything about it. I was not summoned before any court or asked to explain the transaction. Then there passed between us a number of letters, he applying for copies, and so on."

Mr. Raynor asked if he remembered the conversation on the Brooklyn between Hodgson and Capt. Cook, to which the latter had testified, when the former called the attention of the captain of the Brooklyn to the Texas, and Capt. Cook had replied: "Oh, yes; I see the Texas." The admiral replied that he thought he did recall it.

DEVELOPING POINTS AT ISSUE.

Mr. Raynor here began a series of questions to the witness, intended to develop points of the controversy which he evidently felt the admiral had not brought out sufficiently. He asked Admiral Schley if he knew anything of an order which went to the men on the Brooklyn during the early part of the battle of July 3, to "stand by the ram," to which the admiral replied:

"Yes; I directed that order myself, because I called the attention of Capt. Cook at the time we were standing in to the Spanish ships, and said: 'Look out. They are going to ram you.' There was a distinct attempt on the part of both the Teresa and the Vizcaya to ram. There is no doubt about it. They were coming directly at us, and I don't think I mistook their intention at all. It was only after the Vizcaya had changed her course that we made our loop, now so celebrated."

MORE ABOUT LOOP.

Mr. Raynor—While talking about the loop, why did not the ship turn with helm hard starboard?

"Simply for the reason that it would have carried us into dangerous proximity to torpedo attacks, a broadside torpedo attack of the enemy's vessels. My judgment was that at that stage of the action the Brooklyn ought not to be sacrificed; that, so far as it might affect the result to individuals, I thought it was a consideration that should be turned aside for the higher and more important one—the interests of the country she was there to observe."

As to the uncoupling of the engines, Admiral Schley testified that he thought they were uncupled by a standing order of the commander-in-chief. At the same time he said he believed the uncoupling was wise, both because it would keep down the heat below decks, which was well nigh insufferable for the men as it was, and also on account of the desirability of economizing coal.

HE QUESTIONED SAMPSON.

Mr. Raynor then asked Admiral Schley if he had asked Admiral Sampson if there were any signals with the insurgents. "I did," he replied, "but the admiral said he knew of none."

Mr. Raynor then called the attention of Admiral Schley to the following dispatch, dated Key West, Fla., May 27, 1898, to the secretary of the navy: "Schley has been ordered to Santiago de Cuba.—Sampson."

Mr. Raynor asked if he had ever been ordered to Santiago before the dispatch of May 27, which it had been stated he did not receive until Judge 10, to which the admiral replied:

"No, except under order No. 8, leaving the matter to my discretion."

"There is nothing, then, between order No. 8 and the dispatch I have given?"

"No, nothing."

BLOCKADE WAS CLOSE.

Here Mr. Raynor reminded the admiral that there had been more or less discussion of the possibility of the escape of the Spanish squadron through the blockading line at either Cienfuegos or Santiago without being detected, and requested from the admiral an expression on this subject. Responding, Admiral Schley said:

"I do not believe that that could have been possible; simply because the squadron, from the position which it occupied before these ports, always would have had that squadron had it attempted to escape, under its gun fire. I had no trouble in seeing the beach 90 per cent of the time, and I looked at it with every care."

Here Mr. Raynor asked a number of questions concerning interviews with Capts. Cotton and Wise and other officers, intended to bring out information to make perfect the record.

Admiral Schley also reviewed the testimony of Lieut. Wood, Lieut. Hood and Capt. McCalla.

Before the court adjourned, Judge-Advocate Lemly arose and revived the question of summoning Admiral Sampson as a witness in the case. This suggestion had been originally made several weeks ago in connection with the translation of one of Sampson's dispatches to Commodore Schley, and Capt. Lemly had said that if Mr. Raynor demanded that the admiral be called, he would summon him. The court then adjourned until Monday morning at 11 o'clock.


# ONLY FIVE DAYS REMAIN.

In which to secure a scientific examination and expert advice absolutely free of charge. Drs. Shores & Shores' generous offer to examine free all sick people who applied during the month of October will positively be withdrawn Thursday night at at 8 o'clock, Oct. 31st.—

FREE UNTIL NOV. 1st ONLY.

IF YOU ARE SICK AND AILING, WITH NO DEFINITE IDEA OF WHAT YOUR TROUBLE REALLY IS, THIS IS YOUR CHANCE TO LEARN FREE OF CHARGE JUST WHAT YOUR AILMENT IS. IF YOU KNOW WHAT THE TROUBLE IS, BUT HAVE DOCTORED IN VAIN THIS OPPORTUNITY GIVES YOU A CHANCE TO LEARN FREE WHY YOU HAVE NEVER BEEN CURED, AND WHAT CAN BE DONE FOR YOU.

IF YOU ARE SICK AND TIRED OF PAYING DOCTOR AFTER DOCTOR FOR ADVICE AND TREATMENT THAT BRINGS NO RESULTS—(EXCEPT AN EMPTY POCKET BOOK)—MAKE IT A POINT TO COME TO DRS. SHORES & SHORES PARLORS NEXT WEEK, AND DRS. SHORES WILL EXAMINE AND ADVISE YOU FREE.

Drs. Shores are Chronic Disease Experts. Drs. Shores have had an experience seldom if ever given to other Medical Men, having treated PERSONALLY during the past fifteen years, in their various offices, over 200,000 cases of Chronic Diseases. You can secure their valuable services and learn the truth about your case free if you apply this week.

DON'T PUT IT OFF AND BE CROWDED OUT DURING THE CLOSING DAYS. COME TODAY. CONSULTATION WILL BE FREE FOR ANY DISEASE.

DR. A. J. SHORES.

Consultation and Advice —IS— FREE BY MAIL

As well as at the office. Write for Free Symptom List if you can't call, and be advised FREE.

DR. G. W. SHORES.

## DANGER SIGNALS

**Aches and Pains Are the Danger Signals That You Are Sick and Need Treatment.**

Read the following symptoms over carefully, mark those you feel in your case, and send or bring them to Drs. Shores and they will tell you whether you can be cured FREE OF CHARGE.

**The Head and Throat.**

This form of catarrh is most common—resulting from neglected colds—quickly cured with little cost by Drs. Shores' famous treatment.

"Is your nose stopped up?"
"Does your nose discharge?"
"Is your nose sore and tender?"
"Is there pain in front of head?"
"Do you hawk to clear the throat?"
"Is your throat dry in the morning?"
"Do you sleep with your mouth open?"
You can be easily cured now—don't let it run into complications.

**The Bronchial Tubes.**

When catarrh of the head or throat is neglected or wrongfully treated, it extends down the windpipe into the bronchial tubes, and after a while attacks the lungs. Quickly cured with little cost by Drs. Shores' famous treatment.

"Have you a cough?"
"Do you take cold easily?"
"Have you pain in the side?"
"Do you raise frothy materials?"
"Do you spit up little cheesy lumps?"
"Do you feel you are growing weaker?"
Don't risk neglecting these warnings—stop the disease before it reaches the lungs.

**Of the Ears.**

Catarrh extends from the throat along the eustachian tubes into the ears, causing partial or complete deafness. Quickly cured with little cost by Drs. Shores' famous treatment.

"Is your hearing failing?"
"Do your ears discharge?"
"Is the wax drying in your ears?"
"Do you hear better some days than others?"
"Is your hearing worse when you have a cold?"
Don't neglect this until your hearing is irreparably destroyed. Drs. Shores can cure you.

**Kidney Disease**

Results in two ways, by taking cold and by overworking the kidneys in separating from the blood the catarrhal poisons which affect all organs. Quickly cured with little cost by Drs. Shores' famous treatment.

"Do your hands and feet swell?"
"Is it noticed more at night?"
"Is there pain in the small of the back?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Do you have to get up often at night?"
"Is there a deposit in urine if left standing?"
Don't neglect these signs and risk Bright's Disease killing you. Cure it now.

**Liver Disease.**

The liver is affected by Catarrhal poisons, extending from the stomach into the ducts of the liver. Quickly cured with little cost by Drs. Shores' famous treatment.

"Do you get dizzy?"
"Have you cold feet?"
"Do you feel miserable?"
"Do you get tired easy?"
"Do you have hot flushes?"
"Are your spirits low at times?"
"Do you have rumbling in the bowels?"
These are the seven simple signs indicating disease of the liver. If you have any or all of them, seek Drs. Shores now and be cured.

**Of the Stomach.**

Catarrh of the Stomach is usually caused by swallowing mucus, which drops down from the head and throat at night. Quickly cured at little cost by Drs. Shores' famous treatment.

"Is there nausea?"
"Do you belch up gas?"
"Are you constipated?"
"Is your tongue coated?"
"Do you bloat up after eating?"
"Is there constant bad taste in the mouth?"
Now is the time to be permanently cured. Drs. Shores are curing hundreds every week.

**Symptoms of Diseases of the Nerves.**

The majority of nervous diseases are caused by poisons in the blood. Poison circulating in the blood harasses the brain and nerves, and such symptoms as these follow:

Do you get giddy?
Is your mind dull?
Are you easily dazed?
Do you have headache?
Are you easily excited?
Do your hands tremble?
Does your heart flutter?
Are you easily irritated?
Are you always anxious?
Do your muscles twitch?
Is your temper irritable?
Suffer from sleeplessness?
Are you easily frightened?
Does your sleep not refresh you?
Do you suffer from neuralgia?
Do you have horrible dreams?

## WE TREAT AND CURE

Catarrh and Stomach Troubles, Nervous Diseases, Kidney Diseases, Bladder Troubles, Heart Diseases, Diseases of the Stomach and Bowels, Piles, Fistula and Rectal Diseases, Female Complaints, Diseases of Women and Children, Rickets, Spinal Troubles, Skin Diseases, Deafness, Asthma, Bronchial and Lung Troubles, Consumption in the First Stages, Rheumatism, Hay Fever, Neuralgia, Hysteria, Eye and Ear Diseases, Goitre or Big Neck, La Grippe, Lost Manhood, Blood Diseases, Special Diseases, Scrofula and all forms of Nervous and Chronic Diseases (that are curable). CONSULTATION FREE. CALL OR WRITE.

## DRS. SHORES & SHORES,

SPECIALISTS.

Lyon Block, 56 W. Second South, - - - Salt Lake City.

Office Hours—Week days, 9 a. m. to 4 p. m. Evenings, 7 to 8 p. m. Sundays and holidays, 10 a. m. to 12 noon.

## HOME CURES BY MAIL.

Do not despair because you live at a distance from the City. Drs. Shores' new system of HOME TREATMENT makes it easy to get expert advice and treatment at home. Their new symptom blank covers every symptom of disease which enables them to diagnose your case and tell you what your trouble is, what can be done for you, and what the cost of a cure will be. Write for their new symptom list and take advantage of the FREE EXAMINATION. Whether you take treatment or not the advice costs you nothing. This special offer applies to all diseases. WRITE TODAY.



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