

NINETY-FOURTH YEAR.

ST. LOUIS, MO., SUNDAY, SEPTEMBER 29, 1901.

PRICE FIVE CENTS.

"BOMBARDMENT OF THE COLON WAS ENTIRELY EFFECTIVE."

Witnesses Before Schley Court of Inquiry Testify That the American Vessels Fired at a Very Long Range and None of the Shots Took Effect—Schley's Disregard of Information.

CAPTAIN M'CALLA DID NOT REVEAL HIS SECRET CODE.

ADMIRAL SAMPSON WILL ASK TO BE HEARD IN HIS OWN DEFENSE BEFORE SCHLEY COURT.

REPUBLIC SPECIAL.

Washington, Sept. 28.—Rear Admiral William T. Sampson will not wait to be summoned before the court of inquiry, but will appear and ask to be heard. This is understood to be his present programme.

Following upon the refusal of the court to allow Mr. Stanton to appear in his behalf, that gentleman sent a letter to the court this morning, the contents of which have not been made public, and then left for New York. He will return on Monday, and it is understood that Rear Admiral Sampson will accompany him.

It is impossible to predict whether the court will permit the former commander-in-chief of the North Atlantic fleet to appear. Thus far the court has shown a disposition not to permit him to be brought into the case. This was specially noticeable when Mr. Stanton was refused permission to appear.

One reason why Mr. Stanton is anxious to get into the case before it has progressed much further is that he fears that, when nearly all the witnesses have been heard, some of these favorable to Rear Admiral Schley will bring Rear Admiral Sampson into the case, and his statements will have been heard and discharged, and may be away at sea, out of reach of the court for re-examination.

REPUBLIC SPECIAL.

Washington, Sept. 28.—The Schley Court of Inquiry today heard testimony on a wide range of matters connected with the Santiago campaign. The most important features were in relation to the code of signals furnished to Sampson for the fleet; the long-range bombardment by Schley of the Spanish cruiser Colon; and the practicability of coaling at sea under the then prevailing weather conditions.

With regard to the signals, Captain McCalla, formerly of the Marblehead, stated that he had given the code to Captain Chadwick, chief of staff, for the information of Admiral Sampson, but had not given them to Schley when the Marblehead passed Brooklyn on May 18, because he did not think Schley was bound for Cienfuegos. The signals had been arranged for the Cubans to notify the American fleet of the presence or absence of the enemy at Cienfuegos.

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REASON FOR NOT TELLING SCHLEY OF SECRET SIGNALS.

Schley's friends have claimed that the failure to furnish him this code was sufficient cause for his delay in departing from Cienfuegos after receiving Sampson's order to proceed immediately to Santiago, "if possible." Captain McCalla made it clear that signals were not withheld purposely from Schley and would have been given him had the Brooklyn signaled that she was going to Cienfuegos.

Although the code of signals was not given directly to Schley, Captain McCalla stated that the Eagle had been dispatched later as a messenger to the situation at Cienfuegos. But this was not done by direct communication with the Brooklyn.

Following Captain McCalla, Lieutenant Southard of the Eagle testified that he conveyed to the commander of the Scorpion, a small boat in Schley's fleet, a message for Schley to the effect that the only craft of the enemy at Cienfuegos was a Spanish torpedo boat and a few minor gunboats; that the main Spanish fleet was not there. This message was given the Scorpion by messenger.

RECORDING ORIGINAL RECORDS DID NOT AGREE.

Schley's counsel produced the log of the Scorpion, which showed a marked discrepancy between the substance of the message received and the form in which Lieutenant Southard said it was given.

The result of all this testimony upon this point was to leave considerable doubt as to whether Schley had proper advice as to the situation at Cienfuegos; but to make it clear that at least he did not have the code of signals which was furnished by McCalla to Sampson, and by which, if he had received it, he would have been able to communicate with the Cubans at Cienfuegos on his arrival there.

With regard to the Colon affair, Captain McCalla's statements corroborated the testimony of previous witnesses, that the firing was at too long a range to be effective.

AN AGREEMENT REACHED CONCERNING ORIGINAL RECORDS.

Captain McCalla, who had commanded the Marblehead during the Spanish War, continued his testimony, which had begun yesterday. The attendance of the spectators at the opening of the session was in excess of the average, and an exceptionally large number of people had arrived before the usual time with a view of securing the best available seats, evidently from the impression that the proceedings are of growing interest. Indeed, the public interest is manifestly increasing in the proceedings, and not diminishing, as had been expected it would. None of the chairs set apart for the public is any longer left vacant, and many persons stand through the session.

The counsel for Admiral Schley have reached an agreement with the counsel for the Navy Department as to the parts of the logs of the various vessels engaged in the Santiago campaign which are to be put in as evidence and printed in the record of the court's proceedings. It was found impracticable to print the entire logs, not only because of the volume of the material, but because of the delay it would have occasioned in getting out such a volume of material as they would have made. The counsel have eliminated all parts of the logs which do not bear upon the inquiry, and such as will be printed is expected to be very useful to the court as well as to the counsel.

MR. HANNA MADE BEST EXPLANATION OF HIS USE OF THE TERM "ACCUSED" IN YESTERDAY'S PROCEEDINGS AS APPLIED TO ADMIRAL SCHLEY.

"I should like to say a word in explanation of one word which I understand appears in the records. I learn to my surprise from an examination of the records that I used the word 'accused' in referring to the distinguished officer who has been asked for the court of inquiry. I wish to state with respect to that, that I was not aware that I had used that expression until this morning. It was in the rapidity of debate and simply for the reason that in the course of long years of experience it is the word generally employed in such cases. Before this court of inquiry began, the Judge Advocate and myself considered what we should call the gentleman who had requested it, and desiring to extend to him the utmost courtesy in the matter, we selected a term which is not often employed, the term 'applicant,' and I believe I have used that term many times in the course of these proceedings. I wish to add only my sincere and earnest and most cordial expressions of regret that by inadvertency or accident I have employed a word that would imply any such reflection."

MR. HANNA DID NOT GET IN RANGE OF COLON.

When Captain McCalla took the witness stand, Mr. Hanna asked him: "Were any ships assigned to the duty of engaging the batteries on the morning of May 31, 1898, or during that day or to the duty of engaging the batteries?"

The reply was: "None that I know of."

Mr. Hanna then asked: "Were there any shoals or other obstacles of any kind to prevent the battleships from approaching the mouth of the harbor of Santiago sufficiently close to have been within easy range of the Colon?"

Captain Parker objected to the question, but the court refused to sustain the objection, and the question was repeated.

Captain McCalla replied: "None that I know of. The only shoal I know of was the shoal on the west side of the channel opposite the Morro."

"Did the battleships go within range of the Colon?"

"Not from my observation."

"Were you so situated as to observe the fall of shots from the fleet?"

"I was."

"Where did they fall?"

"I think I saw every shot fired. They all fell short that I saw. One very nearly reached the Colon."

The witness said that the American ships engaged in the Colon bombardment steamed to the south of the harbor of Santiago.

Captain McCalla testified, at some length, concerning the weather and the sea on May 28 and 29. He said there was no difficulty in coaling on the 27th, as the sea was smooth.

The witness said that he had been present during a conference of commanding officers on the Brooklyn while the fleet was off Santiago on May 29.

ADMIRAL SAMPSON'S OFFER OF SERVICE ON SPANISH SHIPS.

When the witness took place, he said: "I was present on the Brooklyn when the commanding officers were ordered on board the Brooklyn on May 28. It was with regard to the work of blockade. I can only remember that I saw every shot fired. They all fell short that I saw. One very nearly reached the Colon."

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fueros, would you or not have communicated to him the secret signal to which you have referred?"

"I would have given him the code, of course," answered the witness.

Captain McCalla also was asked by Mr. Hanna why he had withdrawn the Eagle from off Cienfuegos before the arrival of the Flying Squadron, and he replied: "Being on the spot, and knowing the conditions of the cul-de-sac at Cienfuegos, I considered that it might uselessly sacrifice the Eagle, a fine ship, and she would have no escape from the funnel in which she would have been obliged to remain. In addition, I felt that she would have been overpowered by two Spanish gunboats which I knew to be in the harbor from Cuban intelligence."

In reply to questions by Mr. Hanna, Captain McCalla said that the memorandum prepared by himself and quoted by Admiral Sampson in his report of August 3, 1898, as having been placed in possession of Admiral Schley, contained all the information except the secret code which he possessed concerning the insurgents, when he arrived at Key West on May 13.

Mr. Hanna stated that his purpose in asking this question was to develop the fact that the memorandum was in the hands of Commodore Schley, and that he had acted upon it before leaving Cienfuegos for Santiago.

SEA WAS ROUGH FOR SEVERAL DAYS.

The court asked the following questions of the witness:

"What was the state of the sea between May 24 and May 26, when the squadron was steaming to Cienfuegos from Cienfuegos?"

"To the best of my recollection, it grew rough during the night of the 24th. We had, so far as I remember, rain and thick weather. Next day we had thick and rough weather, and on the 25th, the weather was clear on the 26th. So far as I remember, by noon of the 26th it was fair weather; the sea moderate from the 25th right on until it became quite calm on the night of the 26th."

"Was the Marblehead in condition for any service that might be required of her on May 31?"

"She was in condition for any service that might be required of her beyond that fact that she had not been in dock for nearly a year."

"What was the direction of the prevailing wind between the 24th and the 26th of May, inclusive?"

"From the 24th to the 26th it was easterly. I cannot remember exactly how it was on the 26th. My recollection is that we had slight head winds, but in going from San Antonio to Cienfuegos, we had good weather on the 26th."

"Did you on any occasion see the large vessels of the fleet at any time prior to May 27, including the 28th and the 29th of May?"

"I saw them every morning. I could see them at night, too, because there was some moonlight."

"How far were they from the Marblehead and how far was she from the entrance to Cienfuegos?"

"I judge we were two miles inside of the large ships. We steamed up and down. Sometimes we were nearer the entrance than at others. I judge we were certainly two miles and perhaps three miles inside of the large ships."

"Were you familiar with the coast of Cuba in the vicinity of Cape Cruz?"

"I know the coast pretty well, and I had a Cuban pilot, who came from the Argosita, the first prize, who ran between Santiago and Santiago for a number of years."

"At what distance from the mouth of the harbor were the Massachusetts, the Iowa and the New Orleans during the firing on May 31?"

"I judge they were about 1,300 yards from the mouth of the harbor."

"Did you see any of the large ships at any time prior to May 27, including the 28th and the 29th of May?"

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Police Commissioners Ballard and Frey See Necessity for Immediate Remedy.

ADVOCATE CRONIN'S REMOVAL.

Say Harmony in Action and Hearty Support of Administration Is Essential to the World's Fair City.

"I have already expressed myself on the subject, and there is nothing I could say that would emphasize my declaration. I believe the House of Delegates should be reorganized for the welfare of the city, and I think a vast majority of the people agree with me." So spoke President Harry B. Hawes of the Board of Police Commissioners yesterday.

Commissioners Ballard and Frey, who attended the meeting of the board held yesterday afternoon, were also interviewed. To the question, "Do you believe the Mayor is doing everything in his power to redeem the promises made in the course of the last campaign?" Commissioner Ballard said:

"I do, most positively. Mayor Wells is even exceeding my expectations as a business executive."

"Are you going to support the Mayor in the new St. Louis movement?" Mr. Ballard was asked.

"I am," he replied. "He shall have my full support on everything looking to the interests of St. Louis."

"Do you think the Mayor's administration can be successful without the co-operation of the Council and House of Delegates?"

"I believe he can in a measure be successful with the support of the public. Any hindrance from the House of Delegates may retard, but cannot prevent, the progress of our city."

"Do you think, Mr. Ballard, that the House of Delegates is trying to assist the Mayor and the administration in giving us a new St. Louis?"

"Many members of the House of Delegates seem desirous to support the Mayor with a view to needed improvements, but it is my opinion that some of them are influenced adversely, thinking they are doing the proper thing. There are always a few members—and this House is no exception—that are a menace to good government."

"Do you believe James H. Cronin is a proper and competent man for Speaker?"

"Personally I am not acquainted with Mr. Cronin, and for that reason I am in no position to pass judgment on his ability or other qualifications, further than what we all know has taken place, and of which every one, as well as myself, is capable of judging. In view of the record of the present House, it would be to its credit if Speaker Cronin were to resign his office."

"Do you think the public service would be benefited by the removal or resignation of Mr. Cronin as Speaker of the House?"

"I do."

"Do you believe that the action of the House of Delegates on important public bills is the best interests of the working people?"

"Bills Delayed Without Excuse."

"The action of the House in rejecting and delaying legislation tending toward the improvement of the city is against the interests of working people. I cannot see an excuse for the holding up of street improvement bills or those providing for street repairs."

"I do not believe that the killing of the license-tag and restaurant bill, of which I am not a supporter, is a detriment to the city."

"Do you think the course pursued by the House of Delegates is in the best interests of the Democratic party?"

"We all know that it is not."

"Do you believe that the House of Delegates is carrying out the pledges made to the public by the Democratic party?"

"As a body, no. I know individuals who would be glad to do so, but they lack the proper support, and cannot help themselves."

Commissioner Frey was asked the same questions put to Commissioner Ballard, and he said:

"I certainly believe that Mayor Wells is doing all in his power to promote the best interests of St. Louis, and I support him in every way in my power. It is generally conceded that the Mayor cannot succeed in giving the city the support of working people, and I believe that the administrative branch of the city government, but a great deal depends upon what the House of Delegates does for the Mayor. I am a supporter of the Mayor, and I believe that the action of the House of Delegates is a detriment to the Democratic party, and a denial of its pledges given to the people last spring."

DEATH OF "JACK" HAVERLY.

Former Minstrel King Succumbs to Typhoid Fever at Salt Lake.

REPUBLIC SPECIAL.

Salt Lake, Utah, Sept. 28.—Colonel J. H. Haverly, the "Minstrel King," died at St. Mark's Hospital this afternoon, after an illness of several weeks. Death came as a result of typhoid fever, culminating in heart failure.

"Jack" Haverly came to Salt Lake three months ago to devote his time to mining operations. Although he had lost fortunes in the West, he believed he could recoup his fortunes in the newer fields of Utah.

For years the Colonel had been out of the city theatrical business, although two minstrel companies now on the road bear his name and have given him a fair income through royalties.

The Colonel had accumulated a little fund of his own for investment in mining ventures, and some friends in Pittsburgh and Minneapolis were backing him. He became interested in a property at Ophir, Utah, and he also made investments in the Deep Creek region. Then his health gave out.

At first he thought it a touch of malaria. He struggled against it for some time, but fate was against him. He suffered a relapse, and typhoid fever developed.

He was sent to St. Mark's Hospital August 29, and Mrs. Haverly came to Salt Lake to join him. He suffered for weeks between life and death, his heart growing weaker and weaker until to-day it ceased to beat.

The body will probably be taken to Rochester, N. Y., for interment.

Crosses the Finish Line One Minute and Twenty Seconds Ahead of Shamrock II, Including Time Allowance.

CONTEST IS A SPIRITED ONE.

Challenger, Off in the Lead, Maintains Her Advantage Until the Yachts Are Coming Home, When the Defender Swiftly Overhauls Her.

REPUBLIC SPECIAL.

New York, Sept. 28.—Blow up the yachts and sink the sea. For the racing world has seen the best of both—a boom-to-boom struggle around a thirty-mile course and at the finish only thirty-five hurrying seconds between the flying defender and the hard-driven challenger.

And throughout the deciding minutes of that driving finish tens of thousands held their breath to give voice to the skies when the Columbia's jib boom went spearing across the line some three lengths ahead of the Shamrock II.

For a few breathless moments it looked as though she would not achieve that triumph. The following wind had freshened as the two neared the line, and the Shamrock, being slightly astern and, therefore, first to catch it, shot forward with every stitch of her great spread of canvas suddenly swollen into convexities, rounded and still as carved marble.

But all too late the vantage came. The freshening gale only helped her to narrow the distance by a length or two, and to reduce the time of defeat to thirty-five seconds actual time and one minute twenty seconds corrected time, this last including the handicap of forty-six seconds which the Shamrock allows the Columbia, minus the advantage the Columbia gained at the starting line.

START WAS AS NEAR PERFECT AS COULD BE.

Those who saw the grand struggle are doubtless still thrilling with the memory of it. Crossing the line to as fair a start as was ever given, the two began their fifteen-mile beat to windward with only two seconds between them.

Right here might well be mentioned the manner in which the shore-going public was fooled about those two little seconds and the outcome of the contest. Misled by bulletins, every one in these crowds up to 6 o'clock this evening believed that the Shamrock had won, these bulletins asserting that the Irish champion had finished victor by three seconds, which, deducting the two seconds gained at the start, would, if correct, have given her the victory by one second.

The jockeying at the start was not quite so spectacular as was that of the first day's race, but it attracted equally as much attention by reason of a threat accredited to Captain Sycamore that he would ram the Columbia if Captain Barr attempted the same tactics again.

CONTROVERSY AS TO PREDICTED WINDS.

So all eyes were strained upon the two yachts as they maneuvered around the starting point. There was no ramming, but a deal of skillful play, in which, according to some, Captain Barr got the better of it, and, according to others, Captain Sycamore outdid his rival.

There is good reason for both opinions. Captain Sycamore was first across, but he immediately "broke tacks" with the Columbia, which, that was to the advantage, never would have done if his position had been better than the Columbia's.

The Columbia promptly followed, and the two stood away in company, both on the port tack and both footing it so fast that the excursion fleet had difficulty in keeping the swift pace they had set.

Along with "sloping masts and dipping prows," they each strove desperately to part company, but, strive as they might, neither could shake the other free.

Except on the two occasions when the Columbia attempted to cross the Shamrock's bow, only to be baffled in that ambition, the yachts were never more than pistol-shot from each other, and for a time they were so near that the one was sailing in the other's shadow. This was around the noon hour, and when shadows and deep sea swells were nearly under foot.

DEFENDER ABANDONS EFFORTS TO CROSS CHALLENGER'S BOW.

The challenger was slipping through the seas when the defender, making another abortive effort to cross her bow, settled down to plain sailing along the challenger's lee beam.

As she steadied her helm on this course the shadow of the Shamrock's club topmast appeared like a square of amber on the lower half of the defender's milk-white mainsail.

All eyes were constantly focused on that shadow, the Shamrock's adherents praying to see it move ahead, while the Columbia's backers were no less anxious to see it slide away and melt in the blue aether. But there the staid lay, and would not shift, save to glide up and down with the swaying of the yachts to the glassless breeze.

SHAMROCK ROWED TURN THIRTY-FIVE SECONDS AHEAD.

And when five minutes had elapsed the defender, to be quit of this dance of shadows on her mainsail, impatiently put up her helm and stood away on the opposite tack.

Around came the Shamrock to the same direction, the Columbia pertinaciously shifting her course again, to be instantly followed by her rival. Both soon wearied of this fruitless work and settled down to plain sailing again, and kept starboard tacks aboard until the bobbing stakeboard was reached and rounded.

The Shamrock was in the lead at that point by about three her own length—thirty-nine seconds in time, to be exact.

As she went around the stakeboard amid the shriek of whistles and blast of horns, she dropped her spinnaker boom to port, and then, as she was on the point of breaking out her great spinnaker, her crew paused to look back and see what the Columbia was doing.

THE CHALLENGER GETS IN THE RUM BEFORE THE WIND.

That vessel also riged out her spinnaker boom, and the long length of sail made fast

OFFICIAL STATEMENT OF THE FIRST RACE FOR THE CUP.

Yachts.	Meas't.	Start	Outcr.	Finish.	Elapsed	Correct'd
Mark.	Time.	Time.	Time.	Time.	Time.	Time.
Shamrock II.....	102.79	11:00:14	1:25:32	3:31:53	4:31:44	4:31:44
Columbia.....	102.55	11:00:16	1:25:33	3:31:23	4:31:07	4:30:24

Course—East by south; fifteen miles to windward and return.

Weather—A fair sailing breeze at the start, from east by south, which held about true throughout the day. It fell a trifle lighter at the outer mark, but freshened somewhat toward the finish.

S. NICHOLSON KANE,
CHIEFSTER GRESHWOLD,
NEWBURY D. LAWTON,
Regatta Committee.



CAPTAIN EDWARD SYCAMORE, Who commands Sir Thomas Lipton's new challenger, Shamrock II.

IN SPOTS WAS SWAYING UP AND DOWN THE MAST.

She was just breaking out her spinnaker when her crew suddenly paused and looked ahead to see what the Shamrock people were about. And for a series of several minutes the two narrowly watched each other, neither caring to take the initiative in this matter of setting spinnakers.

At last the Columbia took the lead and broke the stops of her sail, but hardly had it been sent swelling to the breeze before the Shamrock's was flowing also.

The Shamrock at this time was a full three lengths ahead, and on every sun-baked face shone eager, anxious interest as to what that rascal would do to discover. For this was the first time the two had measured speed when running before a wind, and none knew which would foot it faster in that end on tilt.

Both soon added balloon jibs, and under this immense spread of sail they began to fight out their battle for supremacy. It was soon apparent that there was no great difference between the yachts when going dead before a breeze.

RACE WAS FINISHED AMID WILDEST KIND OF A TURMOIL.

There were some mighty cheers when the Columbia, after blanketing the Shamrock sufficiently to deaden her speed, suddenly cleared off a bit and, with her cathead headway, sent her bowsprit forking over with the stern of the Shamrock. But that vessel almost immediately regained what was lost.

Then the Columbia slowly and gradually forged ahead again and finally settled into a position between three and four lengths ahead. That she held to the finish—an ending