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NEXT SUNDAY

There is to be a new series of

WOLFVILLE

Stories, by Alfred Henry Lewis.

The first of these tales—the best of their southwestern class—will appear next Sunday in The Republic, pictured.

If you don't know the Wolfville of Mr. Lewis, read the new series and get acquainted with its many-sided excellence.

NEXT SUNDAY.

MATTOON STREET FAIR ENDS.

Public Wedding Is One of the Closing Features.

REPUBLIC SPECIAL. Mattoon, Ill., Oct. 14.—A floral parade, horse show, coronation of the juvenile queen and attendance at a public wedding ceremony were the final features of the fifth annual free street fair in this city Wednesday and today.

REPUBLIC SPECIAL. Mattoon, Ill., Oct. 14.—Joseph Bates, a well-to-do farmer, shot himself through the head Sunday morning and died a few hours afterwards.

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JUDGE ADVOCATE CLOSES EVIDENCE AGAINST SCHLEY.

Captain Cook of the Brooklyn, Called by Department, Testifies Concerning the Entire Naval Campaign—Assumes Responsibility for the Execution of the Flagship's Famous "Loop"—Graphic Description of the Battle.

CUBAN PILOT NUNEZ FIRST WITNESS CALLED FOR THE ADMIRAL

Washington, Oct. 14.—Judge Advocate Lemly concluded presentation of testimony for the Government, before the Schley Court of Inquiry to-day, and the first of Admiral Schley's witnesses was introduced, Captain Francis A. Cook, who commanded Admiral (then Commodore) Schley's flagship, the Brooklyn, during the Santiago campaign, and who acted, though unofficially, in the capacity of chief of staff for the Commodore, was on the witness stand the greater part of the day.



CAPTAIN FRANCIS A. COOK, Schley's chief of staff, who yesterday gave the Court of Inquiry a graphic description of the battle of Santiago Bay.

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to the northwest. When I saw that I ported the helm, perhaps half way over. She was swinging starboard very rapidly. The Spanish fleet was coming straight for the Brooklyn, and I saw the tower on the port side to get a good look at this fleet, to see just what they were going to do as to our relative positions, and I saw they evidently were intending to pass us on the port side to the westward. We were then turning very rapidly to starboard with port helm, and we had turned I think almost to the Texas as well on our starboard side.

"I then gave the order hard aport to the helmsman, ran through the opening between our starboard and the coming tower to the other side, on purpose to see our own fleet and our relative positions. Quicker than I could tell it the Commodore called to me: 'Cook, hard aport.' Or 'In your helm, I saw the tower on the port side to get a good look at this fleet, to see just what they were going to do as to our relative positions, and I saw they evidently were intending to pass us on the port side to the westward. We were then turning very rapidly to starboard with port helm, and we had turned I think almost to the Texas as well on our starboard side.

"As I watched the Texas the bow of the Brooklyn seemed first to point to her port bow. I never saw the board bow of the Texas, and changing her bearing very rapidly, the bow of the Brooklyn passed along the port side of the Texas until there was a clear opening between the bow and stern of the Texas. We made a complete turn, a very quick turn, with helm hard aport, until we came around and paralleled the fleet on the starboard side, as we paralleled the Spanish fleet, the Viscaya—

Admiral Dewey: 'May I interrupt? How near did you pass to the Texas?'

NEVER THOUGHT ABOUT COLLISION WITH THE TEXAS.

"I never thought of a collision. It never entered my head. I never for a moment had one idea of collision in that direction. We passed, I judge, about 400 yards. I had handled the ship under all circumstances, and got by I think in a pretty good way, and my impression was that we were about the distance we sailed in squadron. But a collision I never thought of. She turned perfectly clear of the Texas, came around and then we saw the Viscaya on our starboard bow and about beam was the Oregon, and then the Colon.

"At the time I thought it was the Texas, but soon discovered that it was the Oregon, and heading for the beach. That was about the hottest time of the action. It was a critical time. There was not any doubt in my mind, and I do not think there was any. I have always felt in my mind, in studying the positions, that the chances would have been for a disaster had we not discovered the Texas in time. However, we got around and we had those three vessels. I looked and could see nothing but smoke astern and the vessels seemed enveloped in this smoky haze. I do not think I understood it. I could not understand exactly how we got there.

"They were all three firing on the Brooklyn, but almost immediately, faster than I can tell you, the Texas, the Oregon, the water, and through this smoke I saw the bow of a vessel. I exclaimed at the time: 'What was that?' The navigator, who was on the bridge, told me it was the Viscaya or something to that effect. I said she was away, and he then said: 'That is the Oregon.' I felt perfectly assured from that moment. She turned up very rapidly. She was making more speed than we were at that time. She had all her boilers on, and had shifted boilers that morning from forward to aft. She had steam and hot water on."

"Where was the Oregon with respect to the Brooklyn at that time?"

"She was about 600 yards. She passed in between the Texas and the Oregon. She got in between that opening, came to the northward of the Texas and came out about 800 yards from us. I mean a perpendicular course, and that would account for just what we made to the southward in turning. We made more than the tactical distance, because we passed part of that distance with helm hard aport."

"What is the tactical diameter of the Brooklyn?"

"About 600 yards."

"Was it easy to handle the ship under such circumstances?"

"I never have seen one equal to her."

"Was the starboard engine of the Brooklyn reversed during that turn?"

"It was not. There was some question about that, but I feel positive of it in recalling the circumstance. My impression is it may have been the Commodore or the navigator, one of the two, said something about backing the starboard engines. My reply, I remember very well, was I did not want to lose the speed of the ship. That she was turning all right and rapidly and that I wanted to keep the speed of the ship."

"At the time you saw the Oregon coming out of the smoke was she on your starboard quarter?"

"Yes, she was on my starboard quarter."

"And between you and the Spanish ships?"

"Never between us and the Spanish ships."

"Where were the Spanish ships at that time?"

"There never was anything between us and the Spanish ship. She was on our starboard quarter."

"Near in-shore?"

"Yes."

"Referring back now to certain points in the story, as I did not care to interrupt you, you state you heard the Commodore say at one time, 'Hard aport.' That was after you had begun to make the turn and the helm was hard aport?"

"Yes, the helm was a port, but not hard aport. There was perfect understanding between the Commodore and myself."

CAPTAIN COOK MADE THE FAMOUS LOOP ORDER.

"I will ask if your recollection is clear as to whether the helm was put hard aport by yourself first or that you did it in obedience to the order of the Commodore?"

"I gave the order on my own responsibility. No question about that. It was not after having heard the Commodore. He called me to me as I was standing on the deck, which I now think was simply to confirm himself in the idea that she was turning with a hard aport helm."

"At that time did you hear any conversation between the Commodore and the navigator?"

"I did not."

"Did you see any torpedo boats?"

"I did not see any torpedo boats."

"Were you afraid of being rammed at the time the turn was being made?"

"No. There was something said about it, but I did not give it a second thought, from the fact that I knew they could not ram unless they got within my turning circle."

"Were you afraid of blanketing the fire of our fleet by turning one way or the other?"

"We might have done it by turning the other way."

"Had you turned with a starboard instead of a port helm would such action have advanced you so far as to bring you within the line of movement of the enemy's ships?"

"Provided they had taken advantage of the fact that we were turning, and that we had turned so as to bring them within our turning circle, it would have made ramming possible."

"How were they heading when this order hard aport was given?"

"They were heading southwest."

"Were they then headed so had you gone the other way?"

"And they discovered the movement? Yes, I think they would."

"The distance given at the time was 1,100 yards. I estimated 1,600 yards, and so made it in my report. In the first place, we must have lost by shifting helm at such a time. Then if we had turned the other way we must have gone 90 yards. They would not have had much distance to run to get entirely within our turning circle. That is all I can say."

"What was the conduct and bearing of Commodore Schley while under fire on such occasions as you had the opportunity of observing?"

"I always regarded him as an unhesitatingly brave and patriotic officer. Never in any other way."

"At this point the court took its usual recess for luncheon."

HAD NOT USED ANY PROFANITY ABOUT THE TEXAS.

Continuing his statement, after the noon recess, Captain Cook said he recalled a conversation between the Commodore, Lieutenant Hodgson and himself concerning the famous "loop" order. He said that the Commodore had called his attention to the Texas and that he had replied