TO-DAY'S NEWS IN BRIEF.

BUSINESS.

Local discount rates were easier between 5 and 6 per cent. Domestic exchange was quoted as follows: New York, 30c discount bid, 25c discount asked; Chicago, 25c discount bid, 20c discount asked; Cincinnati, Louisville and New Orleans, 10c discount bid, par asked.

Wheat closed at 72½c Dec., 75½c asked May, 72½@73c No. 2 red. Corn closed at 57¾c bid Dec., 59¾c asked May, 58¼@58⅜c No. 2 mixed. Oats closed at 39¼c bid May, and 37½@38c No. 2 Northern.

The local market for spot cotton was quiet.

WASHINGTON.

President Roosevelt has rejected the horses recently purchased because they did not reach the standard expected, and because two of them had corns.

LOCAL AND SUBURBAN.

The golden jubilee celebration of the Ballwin German M. E. Church, begun last night, is attended by three former pastors.

The city will expend $4,000,000 in reconstruction of streets and sewers before May 1, 1902.

Mrs. Angie Everson will assist in effort to acquit her husband, who killed their child.

John J. Hynes, a St. Louis gardener, possesses a rare medal bestowed by Pope Pius IX for bravery at the battle of Ancona.

The Coroner's jury in the case of Mrs. Lola Knox returned a verdict attributing her death to an accident.

Seven hundred St. Louis policemen, led by Chief Kiely, parade through streets in annual review, and are inspected by Mayor Wells and members of Board of Police Commissioners.

The anthracite coal output of Pennsylvania exceeds all previous records and the railroads have a car famine.

Tuesday, October 29, at 7 a. m., has been set as the time for the electrocution of Assassin Czolgosz.

Rear Admiral Schley began his testimony before the Naval Court of Inquiry yesterday.

The breaking of ground on the World's Fair site will be accompanied with appropriate ceremonies.

Miss Mamie Starr, prize essayist and captain of the 'varsity basket ball team at Forest Park University, died at her home in Indian Territory.

W. G. Moore, Jr., of No. 86 Vandeventer place elopes with Miss Mary Shieve of Lexington, Ky., who visited his parents.

The work of clearing the "Wilderness" on the World's Fair site to make room for giant buildings proceeds rapidly.

Mrs. Anne Gilbert, America's oldest actress, is ill, but will not quit work.

GENERAL DOMESTIC.

St. Charles, Mo., man pleads guilty to charge of stealing a hot stove and is sent to jail.

Eight-year-old boy abducted in Illinois and carried to Missouri is recovered by the police of Dexter, Mo.

Invalid woman burned to death at Springfield, Mo. Her husband returned from an errand and found her dead and the dwelling in flames.

Judge Reagan of Texas, who has been very ill, is not considered in immediate danger of death.

Courts have ordered the body of a Memphis merchant exhumed. An investigation into the cause of his death will be made.

Several Missourians received fatal injuries in a railroad wreck in Iowa.

Congressman Benton denies the reports of political friction in his district.

Illinois Supreme Court upholds the decision of Judge Thompson mandamusing the Illinois State Board of Equalization to assess the capital stock, including franchises, of many Chicago corporations.

John H. Johnston of Decatur, Ill., puts a bullet through his brain while at the grave of his child.

Sedalia preacher found guilty of disloyalty to his church. Ministers heard the evidence and rendered the verdict.

Presbyterian ministers of Arkansas are in session at Fort Smith.

Texas Court of Civil Appeals decides that the city of Dallas cannot collect franchise tax from street railway company.

FOREIGN.

The Cabinet of Russia has appointed a commission to inquire into the causes of the prevailing industrial depression.

Colombian insurgents captured an island and attempted to fortify it, for the purpose of establishing a blockade of Tumaco.

Venezuela has promised to make amends to Germany by the punishment of the men engaged in the attack upon German marines at Port Cabello.

The Pope of Rome has designated Mgr. Sbaretti, Bishop of Havana, as apostolic delegate to the Philippines.

It is reported that missionaries have reopened communication with the Bulgarian brigands who stole Miss Stone and Mme. Tsilka.

SPORTING.

Washington plays Lake Forest to-morrow.

Winners at the Fair Grounds yesterday were Bebus, Salva, Glenwood, Crocket, Revoke and Beana.

Lord Brasca, a greyhound, owned by G. L. Crawford of St. Louis, won the Mississippi Valley Futurity courses stake, valued at $[illegible], run off at Friend, Neb., yesterday.

W. C. Whitney's Voloyovski won the big stake at Sandown Park, England, yesterday.

Haviland won the Englewood Stake at Worth yesterday, establishing a new track record of 1:40 for the mile.

Crawford lowered his own mile record for a half-mile track, at Kansas City yesterday, covering the circuit in 2:09¼.

Mazetto passed the fastest two mile heats ever made in competition at Memphis. Her time was 3:06¼ and 3:08¼.

Alexander Winton of Cleveland lowered all automobile records from one to ten miles at Detroit yesterday. He made a mile in 1:06 3-5 and covered the ten miles in 11:03.

Terry McGovern and Young Corbett of Denver have been matched for a twenty-round championship fight at Hartford, Conn., on Thanksgiving Night.

Marine Intelligence.

New York, Oct. 24.—Arrived: Deutschland, from Hamburg.

Hamburg, Oct. 24.—Arrived: Patricia, from New York.

New York, Oct. 24.—Sailed: L'Aquitaine, Havre; Koenigen Luise, Bremen, via Southampton.

Boston, Oct. 24.—Arrived: Saxonia, Liverpool.

Halifax, Nova Scotia, Oct. 24.—Arrived: Carthaginian, Glasgow and Liverpool, via St. Johns, Newfoundland, for Philadelphia.

Naples, Oct. 24.—Arrived: Hohenzollern, New York for Genoa.

London, Oct. 24.—Arrived: Marquette, New York. Sailed: Mesaba, New York.

Glasgow, Oct. 24.—Sailed: Livonian, Boston.

Antwerp, Oct. 24.—Sailed: Nederland, Philadelphia.

Queenstown, Oct. 24.—Sailed: Majestic, from Liverpool, New York.

Brow Head, Oct. 24.—Passed: Bovic, New York for Liverpool.

Lizard, Oct. 24.—Passed: LaBretagne, for Havre.

Rotterdam, Oct. 24.—Arrived: Amsterdam, New York, via Boulogne Sur Mer.

Marseilles, Oct. 24.—Arrived: Victoria, New York, via Naples, Palermo and Leghorn.

Hong-Kong, Oct. 24.—Sailed: Empress of China, Vancouver, via Shanghai, Nagasaki and Yokohama.

Liverpool, Oct. 24.—Sailed: New England, Queenstown and Boston; Tunisian, Quebec and Montreal.

Rotterdam, Oct. 24.—Sailed: Rotterdam, New York.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

PRINCIPAL POINTS IN THE TESTIMONY OF REAR ADMIRAL SCHLEY AND CAPTAIN CLARK.

Captain Clark of the Oregon and Rear Admiral Schley were the witnesses before the Naval Court of Inquiry yesterday. Captain Clark reviewed the battle off Santiago and sustained the contentions of Admiral Schley's friends in most particulars. Captain Clark testified that when he saw the Brooklyn first, after the fight commenced, that ship was engaging the entire Spanish fleet. He told of the chase of the Colon, in which the Brooklyn and Oregon took the principal part. He told of the signals made by the Brooklyn, and paid a high tribute to Schley's part in the battle.

Admiral Schley was on the witness stand all of the afternoon, and had not reached the battle of July 3 when the court adjourned for the day. He told of his earlier movements in the campaign. He related his interview with Sampson at Key West, and denied that he had ever spoken disrespectfully of the Admiral. He explained his reasons for the retrograde movement and denied absolutely that he had used language imputed to him by earlier witnesses. He told of his orders for the fight off Santiago. He went into some detail concerning the attempts to coal off Santiago, and explained his reasons, based upon reports made to him, for not believing that the Spanish fleet was at Santiago. He declared that he had never had any knowledge of the Cuban shore signals until explained to him by McCalla, and denied the receipt of the last message from Admiral Sampson, in which it was positively stated that the Spanish were in the harbor of Santiago.

THE SCHLEY INQUIRY.

Continued From Page One.

dore Schley had been told that "if satisfied they were not at Cienfuegos to proceed with all dispatch to Santiago." In this dispatch was inclosed the McCalla memorandum, saying that a good landing place could be secured thirteen and a half miles west of Cienfuegos.

With regard to Commander Hood's testimony concerning the delivery of these dispatches, the Admiral said he did not remember, "and," he went on, "I think I can show you by a memorandum in the official Government report that if he had any verbal orders he forgot to report them." This memorandum had run to the effect that Hood had said: 'There are a good many officers here who do not believe the Spaniards are there.' "That," said the Admiral, "goes to show that Hood was not very certain or that if he had the information he did not deliver it to the Commander-in-Chief, which was an indiscretion. He seems to have remembered a good deal that was said by me, but to have forgotten a good deal that he should have done."

The witness also told of the arrival of the British ship Adula and of his having that vessel boarded and his allowing it to proceed inside. He also told of the report which the Adula brought, to the effect that the Spanish fleet had arrived at and later had left Santiago, which he said "lent color to my own belief at that time."

DID NOT UNDERSTAND CUBAN SHORE SIGNALS.

The witness stated that he had seen the signals on shore and explained his experience in this respect. He said the surf was dangerous there in the daytime. Continuing, Admiral Schley said: "Not knowing whether or not there were any insurgents to the west of the place; not having had communicated to me any idea that there was a system of signals arranged with them, I asked the question, the withdrawal of the squadron of Captain McCalla and the failure of Lieutenant Sutherland to give me that information was directly responsible for the delay in communicating. To risk a boat through surf on a coast believed to be occupied by the enemy might have repeated Captain McCalla's experiment. He found the coast was pretty well occupied. I saw cavalry on the coast once or twice. They appeared for a moment and then got out of sight. I thought to waste ammunition on a solitary cavalryman was like wasting big guns on sparrows. I wanted to save all the ammunition we had for use against the enemy's squadron, which I knew to be somewhere in the vicinity.

"I did everything that was posible during the time that we were there to maintain a blockade as contemplated. I did all the coaling that was practicable or possible. With the later experiences of the war, after we got hold of colliers that were very much better fitted to resist a shock, as well as to deliver this coal rapidly—with that experience I might have coaled on days of worse weather. We had a great many accidents about which no mention has been made, because they came after the period of time. One of the colliers had to go to New York, absolutely smashed in. The Merrimac had several holes punched through her, and my impression now is a portion of the upper works of the Sterling were injured in some way, but we managed, with more experience, to do a little better than we did at first. There was always at Cienfuegos a rolling swell, and vessels with projecting sponsons or projecting guns were always in danger. I recollect in one case one of the six-pounder guns on the Brooklyn was bent at an angle of 30 per cent by coming into collision with one of these colliers. In other words, the problem presented to me at Cienfuegos," he said, "was one that had troubled the navies of the world throughout all time."

LATE IN RECEIVING McCALLA'S INFORMATION.

He then spoke of the arrival of Captain McCalla on May 24, bringing information concerning the shore signals from the Cuban insurgents. He said that when the Captain came aboard he asked, "Have you seen any signals?"

"I said, 'What do you mean?' He then asked if I had seen three lights at night and three horses in the daytime.

"I said I had seen the lights, and he said: 'They are trying to communicate with you.' I expressed surprise, and asked who had made the arrangements. McCalla replied that he had done so. I asked why they had not been communicated to me, but that he did not know. I then told him to make a search of the shore, which he did, reporting that the Spanish fleet were not there."

This information, witness said, had been received about 4 p. m., May 24, and toward 6 o'clock the squadron formed column and steamed toward Santiago. He said that the signals made by the fleet were not made until the fleet was fourteen miles from Cienfuegos and could not have been seen.

He then retold the details of the voyage. "It was a dirty night," he said, "with a lowering sky. I remember that when I looked out at the porthole twenty feet above, the spray came in freely. Of course, this was not serious for big vessels, but it was for the smaller ones."

He defended his course in keeping the vessels together—holding the faster vessels for the slower. "We proceeded as a unit," he said, "and I hold that to do otherwise would be unmilitary and unwise, in changing base with a fleet. I hold that useful auxiliaries and supplies should never be abandoned except under the greatest necessity."

Taking up the coaling question, he said that it was absolutely impossible to coal on May 25. "I watched the situation closely," he said, "and felt that I was more capable than any other man of judging the situation in that respect." On the 26th the weather was still rough, especially in the morning. He told also of sending Commander Southerland away with the Eagle, and said that it was done because Southerland had signaled that he was dangerously short of coal. He said that Southerland had neither protested against leaving nor insisted that he could coal. "He regretted the necessity, as I did, but it was impracticable for him to coal. He might have taken on a little coal in boats, but he would have burnt it as fast as he took it on."

Referring to his course in leaving Cienfuegos, he said it was laid so as to give him the widest horizon. "My course projected," he said, "would have carried me to China if there had been no islands in the way." He spoke of the necessity of acting upon his own responsibility—of having to act without having any private information from Havana. "Therefore," he said, "I had to do a good deal from guesswork. Sometimes I was right and sometimes wrong."

VIVID RECOLLECTION OF INTERVIEW WITH SIGSBEE.

Admiral Schley then told of meeting the dispatch boats St. Paul, Minneapolis and Yale. He said at that time there was a heavy sea on. He remembered Captain Cook saying to him, on the passage over, that he had never seen more motion on the Brooklyn, and that some of the youngsters were seasick. "Captain Sigsbee came on board," continued the witness, "and I think, my recollection is almost vivid enough to describe his dress.

"I recollect distinctly that he had on rubber boots and an old blockading cap which we all wore more or less, a heavy blouse suit. I met him at the gangway. I was very glad to see him, as he was, of course, to see me. The first thing I asked Sigsbee when he came over the side, and I want to say before I make this statement that I do not believe that Captain Sigsbee would misstate anything for his commission. I do not believe that he is capable of stating what is not true. I think in this instance his recollection is at fault, and not his veracity.

"I said to him: 'Captain, have you got the Dons in here?' He said: 'No; they are not in here. I have been in very close.' He said: 'They are not here; they are only reported here.' I said to him: 'Have any of the other vessels seen them, the Yale or the Minneapolis?' He said: 'No; they have not; they have assured me so,' and that was the assurance to which I referred, when I spoke of the asurance of such men as Wise and Jewell and Sigsbee.

"No, I do not believe that any of these men would misstate the fact. They did not communicate verbally with me, but I assumed, from the conversation with Sigsbee, that he was bearing to me the assurance of all of them. At the same time, Nunez was aboard, and he and I had a conversation in Spanish. Among other things, I said: 'Nunez, what do you think of the report that these people are not here?' 'Well,' he said, 'I do not believe that they are here at all, because the channel is very narrow. The buoys have all also been removed. We have to make the turns very quickly, and the channel is very crooked. If they had a tug or a most favorable day, perfectly smooth weather, I do not say that they might not get in, but I do not believe they are there now.'

"He said he had been piloting sixteen or eighteen years. We subsequently found he was a very expert pilot, and rendered us valuable service.

"My habit of life, not only in principal command of a squadron, but also in command of a ship, was to assume the responsibility and the danger of censure of any movement, but I was never willing, under any circumstances, to be a participant in glories that I would not divide. That was the general principle upon which I acted in this matter. I did not call any council of war. The information which these people gave me led me to infer that the telegraphic information was a ruse, similar to that which was telegraphed from Cadiz, that the squadron had returned to Cape Verde."

Continuing, the Admiral said: "If any of us at any time made any mistakes during the campaign of Santiago, or elsewhere, it was in supposing that the Spaniards would ever do right at the right time."

At this point Admiral Schley described the movements of his squadron about Santiago, saying that he had considered the move eastward to be unwise. It would not have been wise to uncover Santiago. He said their movements every minute of the day were known in Havana.

"Just as we approached Santiago on the 26th, the collier Merrimac, which had been giving us a good deal of trouble, broke down. I determined that an unmanageable collier was not a very profitable thing to have with the squadron if we met the enemy, so I first determined to send her to Key West with the Yale. It then occurred to me that if I sent her to Key West and she was taken, we would be out a collier, and the Spanish, if they were in, would be in so much coal. So I determined, therefore, on this movement to the westward, in the meantime inquiring as to the coal supply of each of these ships."

SAMPSON'S DISPATCH WAS NEVER RECEIVED.

Continuing his discussion of the coaling situation, Admiral Schley said that a liberal supply was necessary. The enemy would not come toward the Americans, but would go in the other direction. Speaking of the collier Merrimac's breaking down, he said this accident rendered coaling out of the question. "I don't believe any prudent commander would have attempted to send a ship alongside an unmovable collier to take coal. The risk would be too great. The responsibility was mine, and it was too great to take the chances. I coaled at the earliest possible moment."

With reference to the arrival of the Harvard on the 27th, and his conference with Captain (now Admiral) Cotton, Admiral Schley said that he had never received the dispatch representing in positive terms the presence of the enemy at Santiago. "I never saw it," he said, with intense earnestness. "I never saw it, and I am sure that Cotton never delivered it to me. If he had done so it would be among my papers, and it would have burnt itself into my memory so that I never could have forgotten it."

Admiral Schley also referred again to his conversation with Captain McCalla, saying that McCalla did not testify to the whole conversation, and then discussed his dispatch to the Navy Department regarding the disobedience of orders. He said that as translated this message was essentially different from the dispatch as he had framed it. He contended that there had been no disobedience; that he had complied with orders in returning to Santiago, and held that the proper construction of his dispatch would relieve him of this charge.

At this point the court adjourned.

The morning session was devoted to receiving testimony from former witnesses, who had been recalled, and the testimony of Commander Harlow of the Vixen. The part played by the Vixen in the blockade has been much discussed. Commander Harlow's testimony was clear and explicit. He testified that the Vixen was close enough to shore at night, during the blockade off Santiago, to have detected the enemy's vessels had they attempted to escape. He described the part of the Vixen in the entire campaign, and stated that Commodore Schley, while he looked ill and worn, did not appear to be nervous or excited. He also testified that the Viscaya had attempted to ram the Brooklyn.

CLARK OF THE OREGON REVIEWS THE CAMPAIGN.

Commander Harlow was succeeded, just before the noon recess, by Captain C. E. Clark, who commanded the battleship Oregon in the Spanish-American naval campaign.

The large audience manifested signs of interest as the Captain of the Oregon approached the witness stand. Admiral Dewey smiled as he walked around to the end of the table to administer the oath. Captain Clark at first spoke in an undertone and was two or three times requested to raise his voice. This he did as he progressed and was soon distinctly heard in the vicinity of the Court. At the request of Mr. Rayner he began a description of the battle of July 3, as follows:

"When we discovered the Spanish ships coming out our fleet closed in at once to attack them, each ship being ordered to keep her head directly toward the harbor entrance. The Spaniards turned to the westward, breaking through our line, or crossing it, and our ships swung off the westward in pursuit. Both sides opened fire promptly and fired rapidly. Dense smoke soon obscured the vessels, making it difficult to distinguish them.

"The Oregon ran between the Iowa and Texas, and the next ships to the westward in our line, and soon after we sighted four Spanish ships ahead, apparently uninjured at the time. They had gained so much ground that I believed they had been successful in attempting to escape, but it was soon evident we were gaining at least on one of them, which afterwards proved to be the Maria Teresa, the flagship, and I thought we should bring her to close action, but might be exposed to the concentrated fire of all the ships.

"Just then the smoke lifted or broke away to the left, and I discovered the Brooklyn. She was well forward of our port beam and broadside to the enemy's fleet. Her course was perhaps a little divergent from ours, because the Oregon was attempting to draw up upon the Teresa. But the Brooklyn and Oregon maintained this relative position, bow and quarter, approximately, to the end of the battle, the Brooklyn steaming straight ahead, as nearly as I could judge, and engaging any and all of the Spanish ships, the Oregon endeavoring to come to close action with the sternmost one, and when she was driven out of action and pointed to the beach, and pushed on for the next one ahead, and so on until the entire fleet was driven ashore, burning or sinking."

BROOKLYN SENT SIGNALS WHILE THE FIGHT WAS ON.

Mr. Rayner: "Did you get any signals from the Brooklyn on the day of the battle?"

"Yes, sir."

"Can you recall what they were?"

"Of my own knowledge and remembrance, the signals that impressed themselves upon me at the time were, 'Follow the flag.' I had this repeated to the vessels following, thinking that they might not see the Brooklyn, and might see us. I remember another signal, 'One of my compartments filled with water.' I recollect it, because is perplexed me a little. I was fearful that the Brooklyn might have to haul out of action and run in shore, and I concluded that it was given to me as a warning, in case she did haul out, that I would be prepared to look out for the chase alone and not to pay any attention to her, and that she would look out for herself. I also remember a signal, because I did not understand it at first, 'The enemy's ship appears to have been built in Italy,' to which I told the signal officer to answer, 'She will end on the coast of Cuba.' I also remember a signal, 'Congratulations over the grand victory, and thanks for your splendid assistance.' There were other signals made. I have seen the list of them, but these are the ones I recollect that made any impression on me at the time. Of my own recollection, I cannot recall any others."

"What distance was it that you were engaged in the chase of the Colon after the Viscaya ran ashore? How many miles do you suppose the Oregon and the Brooklyn ran in the chase of the Colon before she surrendered?"

"I cannot tell you that. I have heard the chart has limited the distance to a certain number of miles, and the speed of the ships has been called in question. I presume fifty or fifty-five miles."

"Can you tell me with how many ships the Brooklyn was engaged, when the smoke lifted and you saw her on her westward course?"

"She must have been engaged with all four."

"Did you see the turn of the Brooklyn?"

"No, sir. I never saw the Brooklyn, until I came out of the smoke."

"How did the Brooklyn's fire appear to you at that time?"

"I remember nothing about that. I remember seeing her. It made a deep impression upon me to find her there, and I felt that we should mutually support and sustain each other. I felt that a battleship was needed and that we were to be there together."

"Did you see the Commodore on the day of the battle of July 3?"

"Yes, sir."

"Will you kindly state where and when you saw him?"

"After the New York came up, after the surrender of the Colon."

BROOKLYN AND OREGON ORDERED ON A NEW CHASE.

"Was any conversation held between you and the Commodore on board the New York?"

"A Spanish battleship was reported by Captain Eaton of the Resolute. She had arrived off Santiago, and I think he said he had been pursued by her. The Admiral did not seem to be impressed by that. He seemed incredulous, but I remarked that it must be Camara's fleet; that they had arrived there to form a conjunction with Cervera's fleet, but they had arrived too late. The Admiral did not assent. Finally, he said: 'Well, Clark, you will have to go after that ship,' and believing as I did that there was really a Spanish vessel there, I said: 'Admiral, in war we ought to overpower an enemy if possible. Why could not the Brooklyn go along?' He turned and said, 'Certainly; Schley, you go also.' I then felt that I had perhaps assumed too much in speaking to an Admiral, and, suggesting that a Commodore also accompany me. I turned to the Commodore and said: 'Commodore, we have knocked out several vessels this morning. We can knock out another, can't we?' He said: 'Certainly, we can. Come on.' He then started over the side, and I started after him for my boat on the other side. What impressed me was his cheery manner of approving of my having mentioned his going and that he had no feeling against me for mentioning it as a senior and was rather approving in his manner."

Captain Clark's examination-in-chief occupied fifteen minutes, and at ten minutes of 1 o'clock Mr. Hanna began the cross-examination.

"Did you," he asked as his first question, "see the Iowa during the earlier portion of the engagement?"

"Yes," replied the witness, "I saw the Iowa standing in toward the entrance of the harbor, and her position was a little to westward of the Oregon's. At first she seemed to be steaming faster than we were, and I thought she was gaining ground, and would get in ahead of us. Then the smoke became so dense that I lost sight of her, but I could see the Spanish ships as they came out. Later, I saw her again so near that I was fearful that the two ships would collide. Consequently, I gave the order, 'Hard to starboard' and cleared her. I never saw the Iowa again during the action."

Responding to a request from Mr. Hanna, Captain Clark described the manner in which the Spanish ships came out of the harbor. In response to another question the witness said the order under which he closed in was a standing order, as was the order to attack at once in case the enemy appeared. "I remember," he said, "that I had a feeling of satisfaction at that time that there was a standing order to close in, because of a possibility of accident in executing that movement."

The witness also said, in responding to another question from Mr. Hanna, that, while he had seen the Texas, he had not noticed which way she was heading, as it was his especial concern to clear her.

Speaking of the ranges used during the engagement, he said that they changed so rapidly he could not undertake to give them, and he at last told the officers to decide the range for themselves.

BROOKLYN HAD ENGAGED FOUR SPANISH SHIPS.

Captain Clark was also questioned regarding his statement-in-chief that the Brooklyn had at one time during the engagement engaged four different vessels, and confirmed his previous testimony, saying that she was alongside all four of the enemy's ships, and, in response to a question from Mr. Hanna as to whether there were not other American vessels engaged at the same time, he replied: "The Oregon was firing as fast as she could with her bow guns." Proceeding with the description, he said that for some time after the Viscaya went ashore, and when only the Colon was left of the enemy's vessels, the Oregon did not fire, and that when she did resume the work only the 13-inch guns were used, with the exception of one or two shots from the 8-inch guns in the forward turret.

"Did you fire the 13-inch gun in pursuance of a signal from the Brooklyn?" Mr. Hanna asked, and the witness replied: "No; the 13-inch guns were fired after a conference with officers on board the Oregon. I had feared damage to the gun mechanism and hesitated to use the guns, but decided to do so. If any signal was made from the Brooklyn I did not see it, and it was not reported to me."

At this point the court took a recess for luncheon. Captain Clark resumed the witness stand after luncheon. As he took his seat, Admiral Dewey remarked to those near him: "It is the best house yet."

Captain Lemly announced that he had no further questions. Mr. Rayner asked: "Were any of the Spanish vessels run ashore or destroyed in the channel, as provided in the standing squadron orders to close in, and destroy the enemy in the channel?"

"No, sir."

"Was the battle of July 3 completed in accordance with any squadron orders previously issued?"

"No, sir."

"Do you know anything about a signal to close up, and follow flag made by Commodore Schley from the Brooklyn?"

"I remember a signal, 'Follow flag,' being made because I ordered it repeated. We did close up."

The Court asked Captain Clark the following questions:

"Did any of the enemy's ships indicate an intention of ramming our ships in the early part of the battle?"

"Not that I know of. I saw nothing of it."

"Did you at any time receive an order from either the Navy Department or the Commander-in-Chief of the North Atlantic Squadron not to expose the Oregon to the fire of the land batteries?"

"No, sir."

Captain Clark was then excused, and Rear Admiral Schley was called to the stand at 2:05 p. m.

SITUATION IN SAMAR.

Garrisons Are Being Re-enforced, Preparing for Active Measures.

Manila, Oct. 24.—General Hughes telegraphs from the island of Cebu, reporting that there has been no trouble in the island of Samar since the fight at the Candara River.

General Smith is busy increasing the garrisons in Samar and preparing for active measures.

Dragged-Down Feeling

In the loins.

Nervousness, unrefreshing sleep, despondency.

It is time you were doing something.

The kidneys were anciently called the reins—in your case they are holding the reins and driving you into serious trouble.

Hood's Sarsaparilla

Acts with the most direct, beneficial effect on the kidneys. It contains the best and safest substances for correcting and toning these organs.

WORLD'S FAIR WORK.

Continued From Page One.

ceived with distinguished courtesy and was assured that the Italian Government would give every consideration to the invitation of President McKinley, whose proclamation arrived in Rome after the assassination.

The writer closes his account of the reception by referring to the flattering manner in which Vice President Cobb spoke of his application for the general commissionership of the Exposition in Italy. Sig. Nero says that in the event if his appointment he would organize in Naples in connection with the United States Consul and the Chamber of Commerce of that city a local committee for agriculture in general and for fisheries; in Genoa a committee for manufacturing and mining, and at Milan one for industries in general, meantime lecturing and advertising. His idea is to establish the head office in Rome, where, he says, he would attend personally to the Italo-Spanish fine and applied arts and music.

The Committee on Liberal Arts met yesterday afternoon at the World's Fair general offices, but nothing of their deliberations was made public.

WILDERNESS IS DISAPPEARING.

The Lower Tract Will Be Cleared Within Next Two Weeks.

The forest glades of the Exposition site are robed in their supremest beauty. From the summit of the Art Palace eminence the eye may travel across the far reaches of the tree-speckled tract which is to be traversed by lagoons and boulevards between stately edifices of Renaissance architecture.

In the quiet air the blows of the relentless ax come from a great distance to the west where the "Wilderness" is going down day by day to make space for the great Transportation and Mines and Metallurgy buildings. One-quarter of a mile is strewn with low-laid monarchs of the woodland, and bare ground on which the sun has never heretofore shone in the summer season is now exposed. The opening that has been made by the corps of choppers gives an unobstructed view of the west part of the main "picture," looking from the extreme western end of Art Hill. Across this clearing threads the River des Peres, which will be undisturbed in its course, while concealed beneath the foundations of the main buildings and the broad avenues radiating from the Art Palace and its gardens.

Next the attention of Director of Works Taylor will be directed to the trees studding the staked plain to the front of the Art Palace site, where the grand basin, flanked by the main boulevard of the Exposition, will be run in a straight line to the monumental entrance, three-quarters of a mile away. Hundreds of trees in the path of this gigantic scheme must fall. In two weeks more they will have disappeared, and the tract between the base of Art Hill and the northern line of the site will be laid bare. When the ceremonial of breaking ground for the Exposition is held the throngs who will attend the important event will walk over a denuded plain to the spot on Art Hill where two historic shovels will turn the first clods of earth.

Grading will begin on Art Hill. Thousands of tons of earth must be moved from here to establish the symmetry of landscape effect, which will form the basis for the genius of the landscape architects. Portions of the front of the hill are to be cut down to form a more precipitous slope. In its native state the hill has a gentle graduation toward the base, where the head of the grand basin will lie. The top of the eminence in the center, where the arched entrance of the peristyle will be surmounted by the dome, must be built up and the entire crest of the hill shaped to form a true arc.

Almost as soon as work begins on the hillside of the art eminence, excavations for the grand basin and the lagoon system are to commence at the foot of the hill. The surveyors have established the lines to be followed by the contractors in digging the lagoons. When this work is well under way something of the idea of the main "picture" of the Exposition will begin to shape itself in the imaginations of visitors to the site. Almost simultaneous with the beginning of the grading and excavating Director of Works Taylor says that he will commence the erection of the fence about the site. Before this work is complete a cordon of guards will have been drawn around the grounds to prevent the entrance of curiosity-seekers.

The extrication of the stumps of trees that have been felled is a part of the construction that is scheduled to begin with the other work. Powerful machinery is to be used to uproot these stumps. They will be dragged from their beds in the ground and burned. Logs, which are suitable for the two great log structures projected by Director of Works Taylor, will be piled to one side for use later in the woodland setting on the hills in the background of the main "picture." Workshops will begin to dot the surface of the site when the contractors are let loose on the great area. A temporary hospital with a corps of attendants will be established soon.

HENRY C. WALLACE DEAD.

Was a Member of Missouri's Last Constitutional Convention.

REPUBLIC SPECIAL.

Lexington, Mo., Oct. 24.—Henry C. Wallace, aged 78 years, died this morning after a lingering illness. He was a member of Missouri's last constitutional convention. He was admitted to the bar in 1849.

JOHN G. FISHER.

REPUBLIC SPECIAL.

Lexington, Mo., Oct. 24.—John G. Fisher, aged 67 years, died suddenly last night from heart failure. Shortly before his death he was walking about his yard.

MARSHALL SHAW.

REPUBLIC SPECIAL.

Chicago, Oct. 24.—Marshall Shaw, a former well-known merchant and manufacturer of New York City and Hamden, N. Y., and later of Rock Island, Ill., died here to-day, aged 74 years.

JAMES M. PEARSON.

REPUBLIC SPECIAL.

Mount Vernon, Ill., Oct. 24.—James M. Pearson died of heart trouble last night and was found dead in bed.

MRS. MARGARET BOULTINGHOUSE.

REPUBLIC SPECIAL.

Grayville, Ill., Oct. 24.—Mrs. Margaret Boultinghouse, aged about 90 years, an old settler, died to-day.

CHARLES L. COMBS.

REPUBLIC SPECIAL.

Effingham, Ill., Oct. 24.—County Superintendent of Schools Charles L. Combs died this afternoon. He was born in this county on September 8, 1861, and was elected Superintendent by the Democrats in 1888. He leaves a widow and three children. He was recognized as one of the ablest educators in Central Illinois. The funeral will take place on Saturday.

WAS AN EXPERT VIOLINIST.

Sioux City, Ia., Oct. 24.—Charles Smith, one of the best-known violinists in the West, died in the hospital here of consumption. He won various prizes in violin contests.

FREDERICK D. SARGENT.

St. Paul, Oct. 24.—Frederick D. Sargent, proprietor of restaurants in St. Paul, Milwaukee and Omaha, and interested largely in gold mining in Northern Minnesota, dropped dead in the Grand Opera-house last evening of heart disease.

REMAINS BROUGHT HOME.

REPUBLIC SPECIAL.

Bunker Hill, Ill., Oct. 24.—The remains of E. T. Frey arrived at Gillespie from Kettle Falls, Wash., last evening, and were interred in the Gillespie Cemetery to-day. Frey, in company with a friend, went down the Columbia River in an open boat, and were caught in the rapids. The boat capsized and both men were drowned. Frey's body was recovered on October 3, after a search of nineteen days.

THE REVEREND A. M. VARDEMAN.

REPUBLIC SPECIAL.

Vandalia, Mo., Oct. 24.—The Reverend A. M. Vardeman, local pastor of the First Baptist Church, died to-day. The cause of death was heart failure. Deceased had been in ill health for about one year and bedfast about three weeks, up to the time of his death. He was born in Shelby County, Kentucky, in 1851, and came to Missouri in 1887, and took charge of the Baptist Church in Mexico, Mo., where he preached for several years. He came to Vandalia in 1899. Soon after his arrival here he began the agitation of a new and more commodious church edifice, which has been erected as an honor to his name and endeavors.

PRINCE JOACHIM MURAT.

Paris, Oct. 24.—Prince Joachim Murat died to-day at his chateau at Chambly.

JOSEPH W. L. BREEDEN.

REPUBLIC SPECIAL.

Murphysboro, Ill., Oct. 24.—Joseph W. L. Breeden, aged 72 years and an old resident of Jackson County, died Wednesday night. During the Civil War he was a member of Company C, Twenty-sixth Indiana Volunteers. He leaves a wife, one son, E. L. Breeden, and three daughters, Mesdames Ed Rennan, G. T. Cox and Joseph Franza, of this city.

ELECTROCUTION OF CZOLGOSZ.

Final Arrangements for Extermination of the Assassin.

Albany, N. Y., Oct. 24.—Leon F. Czolgosz, the assassin of President McKinley, will be electrocuted at 7 a. m. on Tuesday, October 29, at Auburn prison.

Warden Mead has selected Tuesday, so that final arrangements may be made on Monday. In doing this he is following the general custom in the State prisons relative to electrocutions. It does away with the necessity of making final arrangements on Sunday.

The sentence of the Court was that the execution of Czolgosz should take place in the week commencing October 28, leaving to the Warden of the prison full power to select the day of the week in which to carry out the mandates of the law.

This latitude is allowed the Warden to secure secrecy as to the time of execution, and to guard against delay from accident, such as, in 1893, caused a delay of an hour in an execution after the condemned man had been taken into the deathhouse at Auburn Penitentiary.

The witness will assemble at the prison at 6:30 o'clock on Tuesday morning. There have been twenty-six invitations issued, and they are nontransferable. Each witness must present his invitation to the Warden of the prison, and if he is not identified to the satisfaction of the Warden as being the man to whom it was issued, he will not be admitted.

TELEGRAPH NEWS BRIEFLY TOLD.

BEAUMONT, TEX.—There was another fatality in the oil field Thursday from the effects of gas. John B. Moore was the victim, and he was in the employ of the Heywood Oil Company.

BEAUMONT, TEX.—A contractor, putting down a well at Libby, reports a strike of hot water at 950 feet, which he claims issues from the well at a temperature very near the boiling point. An effort is being made to case off the water.

KANSAS CITY, MO.—Guy Bright shot and killed his father, Alexander Bright, on their farm, five miles from Iantha, in Southwestern Missouri. A quarrel led up to the shooting. The son gave himself up.

GREENVILLE, ILL.—Illinois ex-prisoners of war have concluded a two days' reunion. Trascola was selected as the next place of meeting, and officers for the ensuing year were elected as follows: President, J. B. Reid, Greenville; vice president, A. T. Ives, Bloomington; secretary and treasurer, Doctor J. Little, Bloomington.

VIRGINIA, ILL.—The seventeenth annual convention of the Woman's Foreign Missionary Society, Jacksonville District M. E. Church, has adjourned. Officers elected for ensuing year follow: President, Mrs. Elsie Rusk; secretary, Mrs. Lucy Allen; treasurer, Miss Minnie Bourn; superintendent young people's work, Mrs. Jessie Thornton.

LITTLE ROCK, ARK.—After selecting Pine Bluff for the 1902 convention and electing officers, the State Christian Endeavor Convention has adjourned. The election resulted: President, E. J. Lee, Siloam Springs; vice president, the Reverend J. R. George, Clarksville; secretary, the Reverend W. H. Bohn, Siloam Springs; treasurer, Surrey Wood, Little Rock; junior superintendent, Miss Ella Browning, Little Rock; missionary superintendent, Miss Olive M. Matthews, Pine Bluff.

ROCKFORD, ILL.—The Reverend Daniel Franz and wife of Fairview, Kas., were killed outright and three others injured at Cedarville by being crushed by a falling tree.

FORT SMITH, ARK.—The Arkansas Grand Lodge of I. O. O. F., after a three days' session, has adjourned. Three thousand dollars was appropriated to build an addition to the Orphans' Home at Batesville. Officers were elected as follows: Grand master, R. G. Floyd, Eureka Springs; deputy grand master, R. G. Robbins; grand warden, Charles V. Beloat, Corning; representative to Sovereign Grand Lodge, A. G. Jones, Hot Springs; grand treasurer, L. S. O'Neal, Fort