Dots Will Appear Daily Until Tuesday, October 15.

THE SALT LAKE HERALD.

TWENTY-NINTH YEAR. SALT LAKE CITY, UTAH: THURSDAY, OCTOBER 3, 1901 NUMBER 131

SILVER AND LEAD.

Silver, 58⅝c per ounce. Copper, 15¾c per pound. Lead, A. S. & R. Co.'s price, $3.90; New York exchange, $4.37½.

WEATHER TODAY.

Forecast for Salt Lake. Fair.

WILL BE A YACHT RACE EACH DAY FROM NOW ON

Owners of the Two Boats Decide to Push the Contest to An Early Finish.

Indications Are Favorable for a Brisk Breeze Today, When Another Struggle for Cup Will Be Pulled Off.

New York, Oct. 2.—Yachting enthusiasts and the general public are tonight expecting a most exciting race tomorrow between the Columbia and Shamrock II. They base their high hopes on the strong wind blowing tonight, and which the local weather prophets assert is likely to continue for twenty-four hours or more. The Washington weather bureau adds to the expectations, which it is hoped will be realized, by holding out a promise of a strong breeze off Sandy Hook. The bureau says:

"Fresh northwest winds and fair weather for tomorrow. The winds ought to hold good throughout the day."

The contest between the two yachts tomorrow will be over a thirty-mile triangular course, the same as that attempted on Tuesday. Under the conditions of this, the second race, the yachts will be sailed ten miles on each of the three legs of the course. It is the intention of the committee tonight to sail the first leg to windward, which will make the other two a broad reach and a close reach, provided the wind does not shift.

At Sandy Hook tonight everything is ready for tomorrow's race and if the weather predictions prove true, the yachts will have plenty of wind. At 9:30 tonight the wind shifted suddenly in a squall from south to northwest and began to blow hard from that quarter. At 10 o'clock the velocity was thirty-six miles an hour.

While it was a quiet day with the yachts lying at their moorings inside Sandy Hook, the officials of the New York Yacht and Royal Ulster Yacht clubs had a busy time of it in complying with the request of Sir Thomas Lipton, backed by the assent of E. D. Morgan of the Columbia, that in future the races should be held on consecutive days, not counting Sunday. In addition there came a request from George L. Watson, the designer of Shamrock II, for a remeasurement because of his intention to take out ballast before tomorrows race.

Will Race Every Day.

On the first proposition an agreement was finally reached between the challenge committees of the two clubs for a race every day, but on the second, Mr. Watson, after further considering the matter, decided to let it drop and the yacht will sail tomorrow with exactly the same amount of ballast which she has carried in previous races. This will not prevent Mr. Watson taking out ballast at any time he may wish, which of course the club is willing to have done at any time.

If, however, after tomorrows race, Mr. Watson decides to take out ballast it is probable that there will be no race on Friday, as under the new arrangement either yacht is at liberty to decline to race on the next day. This will be seen in the agreement which was drawn up and signed this afternoon, which is as follows:

"The agreement determining the condition and governing the races for the America's cup as agreed upon by the committees of the New York Yacht club and the Royal Ulster Yacht club are hereby modified as follows:

"Strike out clause beginning: 'The first race shall be sailed on Saturday, Sept. 21, 1901,' and substitute the following:

"The races shall be sailed on the following dates until the series be completed, namely, Sept. 26, Sept. 28, Oct. 1 and Oct. 3, 1901, and each following day except Sunday; provided, however, that immediately on the conclusion of the race of Oct. 3 and of each succeeding race the regatta committee shall inquire of each contestant whether he is willing to start the next day, and should either contestant reply in the negative, one day shall intervene before starting the day's race. The Sunday shall not count as such intervening day.'

"For the New York Yacht Club, Lewis Cass Ledyard, Chairman.

"For the Royal Ulster Yacht Club, R. G. Sharman-Crawford, Chairman."

Decide on the Change.

The proposition for a race on consecutive days came from Sir Thomas Lipton, and as E. D. Morgan at once agreed, two representatives of the Royal Ulster Yacht club immediately sought Commodore Ledyard of the New York Yacht club, Secretary Oddie and former Commodore E. M. Brown. The matter was discussed fully in Commodore Ledyard's office.

The agreement of two years ago was gone over and a similar one finally drawn and signed late in the afternoon. In the case of the agreement of two years ago the managers of the yachts waited until nearly a half-dozen attempts had been made to sail the race before steps were taken to have the yachts race every day. In the present case, however, one race has already been completed and there have been two postponements on account of the lack of wind. Under the rules it was necessary for the challenge committee of the two clubs to make this agreement, neither Sir Thomas Lipton nor E. D. Morgan being parties to it, although it was made at the suggestion of the former.

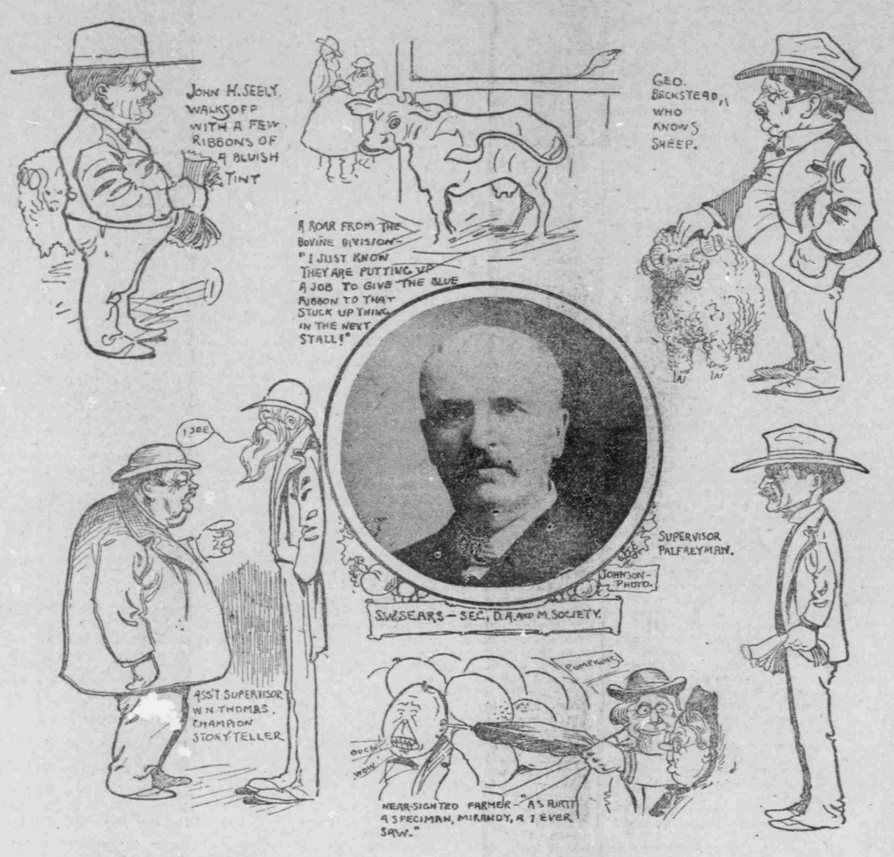
About noon it was learned at the club that those in charge of the Shamrock desired to shift some ballast, which, of course, necessitated plans for a remeasurement. Whether this plan of removing ballast from the challenger was made with a view of decreasing the stiffness of the boat or cutting the water line a matter of a few inches so as to gain in time allowance, could not be ascertained.

May Remove Ballast.

Mr. Watson was at the club about 3 o'clock but found none of the officials in the building and left immediately. He admitted, however, that he proposed to take out ballast from the Shamrock but refused to make any other statement regarding it.

Under her present measurement the Shamrock allows the Columbia forty-five seconds. Much of this allowance was due to her great sail plan, as her water line measurement is already some inches shorter than the Columbia's. It will be necessary for Mr. Watson to decrease the Shamrock's water line length by a foot in order to gain fifteen seconds in time allowance, and although the overhand of the challenger, both fore and aft, is very long, it is thought that considerable ballast will have to be taken out in order to make a gain of even five or six seconds. Still with races in which neither boat seems to have the advantage of more than a minute or two, the matter of five seconds might become very important.

Measurer Hyslop was sent for later in the afternoon, but the matter was finally dropped, it being decided not to make any alterations in the trim of the new boat, at least not until after tomorrow's race. The decision to have the yachts race every day was received with good grace at the yacht club tonight.



Cartoonist Lovey at the State Fair.

SAYS SECRETARY HAY MAY RETIRE

Gage Talks of Possible Change in the Cabinet.

TO BE SUCCEEDED BY ROOT

SAYS HEAD OF STATE DEPARTMENT IS TIRED OF OFFICE.

Denver, Oct. 2.—A special to the Republican from Boulder, Colo., says: Lyman J. Gage, secretary of the United States treasury, arrived here today on his way to Camp Talcott. The secretary looks well and seemed in good spirits. Speaking of the rumored intention of Secretary Hay to retire from the cabinet, Mr. Gage said:

"Secretary Hay is getting tired of the business. He is a man of the strictest honor. He is very sensitive, however, and it hurts him, after he has worked hard, to be misrepresented, cartooned and lampooned. He is independently rich. He can do as he wishes, go wherever he desires. He has a very few intimate friends and he would rather enjoy life, surrounded by agreeable companions and his books, than attend to the tiresome routine of the office of secretary of state. I should not be surprised if he would soon withdraw. If so, Root will probably be his successor."

TWO BOYS LYNCHED FOR MURDER IN KENTUCKY

Shelbyville, Ky., Oct. 2.—Jim Fields, aged 16, and Clarence Garnett, aged 18, both colored, were lynched at 2 o'clock this morning for the alleged murder of William Hart, a printer, who was stoned to death on the night of Saturday, Sept. 21 last. The negroes were taken from the jail and swung from the Chesapeake & Ohio railroad trestle just beyond the depot, and within 500 yards of the jail. The mob's work was done quietly and quickly.

About 1:30 this morning the mob appeared at the jail and demanded the keys, but the jailer refused to surrender them. The doors were then battered down. The prisoners were removed and a few minutes later were hanging from the trestle. Hart came to Shelbyville from Lebanon, O., and at the time of his death was employed as a printer on the Shelby Sentinel.

The details of his death are not accurately known, but it is conceded to be a fact that Fields and Garnett were his murderers.

WOMAN'S EXPERIENCE WITH TWO BIG BEARS

Grand Encampment, Wyo., Oct. 1.—Mrs. B. L. Burger had a narrow escape from two black bears in the vicinity of Finley hill a few days ago. Mrs. Burger was driving out to the Great Lakes and had reached the top of the hill when she was terrified at the sight of two huge bears in the road. The horse was so badly frightened for a moment that it could not move.

Realizing that something must be done, as the bears were approaching rapidly, Mrs. Burger called to her dogs. The canines attracted the attention of the bears, and Mrs. Burger whipped up her horse and escaped. The dogs were chased through the brush, but also escaped.

Cargo Shifted, Vessel Founders.

Kingston, Ont., Oct.—The steamer Richelieu, owned by the Richelieu & Ontario Navigation company and engaged on the route between Kingston and Belleville, foundered today while bound for this city. She was within three miles of port when she took a header and sank. A fairly heavy sea was running which caused her cargo of freight to shift and before she could be righted she filled and went down in about sixty feet of water. Her crew and the passengers got ashore safely, but had a narrow escape.

TO INVESTIGATE LYNCHING

Judge Smith Denounces Work of Mob at Helena, Mont., and Summons Grand Jury to Take Action Looking Toward the Punishment of the Guilty Parties.

Helena, Mont., Oct. 2.—The lynching of James E. Brady, who was hanged by a crowd of fifty persons on Main street in Helena this morning is to be investigated by a grand jury. Judge Henry C. Smith of department 1 of the district court called a grand jury composed of fourteen representative citizens which will begin work immediately upon the case. The court took occasion to denounce the crime in unmeasured terms. In announcing the appointment of a grand jury he said:

"It appears to the court from a reading of the morning papers that the capital city of the state of Montana has been disgraced by a mob of irresponsible hoodlums and toughs who have apparently been allowed to take a prisoner out of the county jail without any effort on the part of those in charge of that institution to prevent said outrage, and it further appears that a man named Brady was murdered by said mob on a public square of the city of Helena without trial or proof of guilt. It is considered that a grand jury is necessary to investigate said crime and bring the perpetrators thereof to the bar of this court, and it is therefore ordered that a grand jury be drawn and summoned to attend before department No. 1 of this court; that fourteen jurors be drawn and summoned to appear before this court at 10 o'clock a. m. on Oct. 3, 1901."

After an exhaustive investigation and hearing the evidence of many witnesses, the coroner's jury tonight rendered a verdict of death at the hands of persons unknown in the case of James Edward Brady, who was lynched last night for assault on a little girl Monday afternoon.

EVIDENCE THAT MINES AT NOME WERE WORKED MANY YEARS AGO

Port Townsend, Wash., Oct. 2.—Evidences have been found which establish the fact that the mines in the Kougarok district near Nome were worked many years ago, according to passengers arriving on the steamer Queen today. A coffer dam built of rock on No. 3 Gold Run, and a similar one on No. 3, and a bedrock drain 500 feet long on No. 14, bear undisputable evidence of that fact.

These discoveries were made at a considerable depth from the surface. The walls of the drain can be traced distinctly for a distance of 500 feet and bear every indication that the stones of the wall were placed one upon another by human hands. Those who have given the matter close study say the mines were worked by Russians while Alaska was under lease to the Russian Fur company.

A strange story reached Nome from Boulder creek and shows the ferocity of dogs when hungry. Dan Campbell owns twelve dogs and one horse. The only food he gave the dogs was bacon and beans. The dogs attacked the horse during the temporary absence of Campbell and killed and devoured it.

The steamer Nome City had a narrow escape from wreck. She broke her shaft 120 miles north of Dutch Harbor during a storm and succeeded in working her way back. Temporary repairs were made enabling her to reach Nome, but before reaching that place a storm was encountered and she was driven within a quarter of a mile of shore, but the storm abated and she got out of the perilous quarter. She had twenty-two passengers and a cargo of coal.

CHOATE IS TO RETURN TO UNITED STATES

New York, Oct. 2.—According to a dispatch to the World from London Ambassador Choate has applied to the state department at Washington for leave of absence and proposes to sail for New York a week from next Saturday.

It is believed Mr. Choate's visit to Washington is inspired mainly by his desire to obtain an agreement on the canal treaty, although, of course, he also has personal reasons for undertaking the trip.

MINERS ARE ANXIOUS TO GET OUT OF NOME

Port Townsend, Wash., Oct. 2.—The steamship Queen arrived this morning from Cape Nome, bringing 471 passengers and half a million dollars in gold dust. The Queen made a remarkable run of six days and fifteen hours, which is the record run from Nome to Puget sound. When the Queen sailed from Nome the disabled steamer Nome City had arrived with her crank shaft broken. The steamer Santa Anna was also at Nome.

Passengers from Nome report that the place is crowded with people awaiting an opportunity to get out. Purser Curtis reports that all accommodations on the Queen for the next trip from Nome have been engaged and the same can be said of all steamers which are scheduled to make another trip. The customs report at Nome shows that 7,000 people arrived there this season and that 4,000 have already departed.

Will Buy No More Bonds.

Washington, Oct. 2.—The secretary of the treasury announced today the intention of the treasury department to discontinue for the present the purchases of bonds for the sinking fund. The amount of $20,000,000 for which proposals were invited on Sept. 16, was reached at noon today. By the terms of the secretary's announcement today, no further proposals in the existing circumstances will be considered.

HIS DEATH MAY RELEASE INNOCENT MAN FROM JAIL

Chicago, Oct. 2.—The funeral services over the remains of Thomas Brow were interrupted in order that the body about to be buried might be identified as one of the conspirators in the wrecking by dynamite of the Heldmaier & Edgeworth stone yards six weeks ago. The identification will release an innocent man who is at present locked up in the county jail charged with knowledge of the crime.

Frank Hardy, who had turned state's evidence, was taken to the Brow residence to make the identification. He was not told what was wanted of him and he was led into the house where the mourners and friends were gathered about the coffin. Approaching the coffin Hardy was told to look upon the face of the dead man. One glance and Hardy's face turned white and he was visibly agitated. He sid:

"That body is of the man they called Lou, and he lit the fuse at the stone yards."

Brow's death adds a new phase of mystery to the case. He arrived in Chicago two days ago suffering from a severe injury to his legs. While being taken home in the police ambulance he became unconscious and died a few hours later. The police are now investigating the cause of his death.

At the time of the explosion at the stone yards the lives of hundreds of persons in the neighboring houses were endangered. They were saved only by the bad manner in which the work was handled. The dynamiters tried to wreck the machinery in the yards.

Fire in Mine Smothered.

Victoria, B. C., Oct. 2.—Mine Inspector Morgan, after testing the gas which is escaping from the Extension shaft, expressed the opinion that the fire in the mine has been smothered and in consequence the work of searching for the bodies will be commenced. Twelve families have been rendered destitute as a result of the explosion.

JAMES AGLER IS S. P. MANAGER

Important Office For a Former Ogden Man.

MR. HARRIMAN'S NEW PLAN

WILL EFFECT GREAT SAVING IN SALARIES.

San Francisco, Oct. 2.—The resignation of J. M. Herbert, manager of the Southern Pacific, was announced today. It is expected that Mr. Herbert will go east as manager of one of the Gould lines.

James Agler, superintendent of the Oakland division of the Southern Pacific, has been appointed manager, to succeed Mr. Herbert.

Manager Agler will appoint his own successor at Oakland within a few days. There is a general belief that Superintendent Palmer will be brought down from Sacramento and that Assistant Superintendent J. C. Wilder of the western division will be sent to Ogden to become superintendent of the Salt Lake division.

The new manager of the Southern Pacific is a former Ogden man, having spent a number of years as division superintendent and in other capacities with the Central Pacific, with headquarters at the Junction city.

Mr. Agler is 52 years old, and a native of Columbus, O. He began his railroad career at the age of 16 as operator on the Chicago & Northwestern. In 1871 he entered the service of the Union Pacific, being employed there a year as operator and train dispatcher. From 1872 to the present he has been with the Southern Pacific company. Up to 1898 he was successively operator, agent, trainmaster and division superintendent, with headquarters at Ogden. In March of 1898 he was transferred to the superintendency of the western division, with headquarters at Oakland Pier, Cal., the position he has held up to his promotion to the position of manager.

The position of manager of the Southern Pacific is one grade removed from that of general manager, the position held by Julius Kruttschnitt. The official circular just issued by President E. H. Harriman promotes Mr. Kruttschnitt to the office of assistant to the president, while at the same time he retains his former office of fourth vice president and general manager.

Under the Hays regime the railroad was managed by a president, assistant to the president, an executive secretary to the president, a general manager, a manager and a manager's assistant. President C. M. Hays has retired and is succeeded by E. H. Harriman. Mr. Hays' personal appointee as his assistant, E. H. Fitzhugh, also resigned, and his office has been combined with that of General Manager Kruttschnitt. Thus a heavy saving in salaries is effected. Another saving will be brought about by leaving the office of general freight agent vacant. A. D. Shepard has resigned that position, to take the management of the Pacific Improvement company. The two assistant general freight agents in San Francisco will perform his duties, reporting to Assistant Traffic Manager Markham.

Mr. Herbert was a personal appointee of President Hays. He succeeded J. A. Fillmore.

The appointment of Mr. Krutschnitt as assistant to the president is a general surprise. He will in reality be little more than an operating official. The traffic matters are all under Traffic Manager J. C. Stubbs, local and political affairs under W. F. Herris, the auditing department is under control of Auditor Erastus Young at Omaha, while it is understood that President Burt of the Union Pacific will have charge of the reconstruction of the Southern Pacific, at any rate of the Central Pacific lines in California, Nevada and Utah. All of these officials report directly to Harriman. That leaves nothing but the operating departments for the assistant to the president. Mr. Harriman will personally direct all matters of general policy, including the construcion of the Salt Lake cut-off.

OGDEN PEOPLE PLEASED.

Think Kruttschnitt Will Favor the Lucin Cut-off.

Ogden, Oct. 2.—General Manager Kruttschnitt of the Southern Pacific is favorable to the Ogden-Lucin cut-off. It will be remembered that the Ogden-Lucin cut-off work was planned while he was one of the active aids of C. P. Huntington. He knows every foot of the Southern Pacific road and as general manager has time and again given personal attention to all departments of Southern Pacific work here, inspecting regularly the shops and round houses. Kruttschnitt will not be apt, the Ogden people reason, to change the original plan of a line directly across the lake to a route around it.

Trains to Cody.

Cody, Wyo., Oct. 1.—The Taluca-Cody line of the Burlington railroad has been completed to a point three miles from Cody and inside of three weeks trains will be running into this place. The last bridge on the line is now being built here. It will be a large structure, over 400 feet in length and 100 feet in height. Work on the shops and roundhouse will be commenced at once.

Railway Notes.

Chief Dispatcher L. G. Sloan of the Rio Grande Western has returned from a month's vacation spent in the east.

General Superintendent A. E. Welby of the Rio Grande Western is on one of his regular tours of inspection.

Passenger traffic of the Rio Grande is so heavy that the rolling stock is taxed to nearly its utmost capacity, and there is a prospect of new locomotives and cars being purchased.

United States Explains.

Washington, Oct. 2.—The Japanese government has been told courteously that the United States officials had no intention to discriminate on account of race, in making the personal examinations in quarantine at San Francisco and Honolulu, which led to the filing of remonstrances by the former government. The quarantine rules are said to have been based on purely geographical and sanitary considerations and are not enforced toward Japanese with greater rigor than toward other peoples. It is believed that the explanation will be satisfactory.

Herr Most Discharged.

New York, Oct. 2.—John Most, who was arrested Sept. 22 at Corona, L. I., on the charge of violating the section of the penal code relating to the unlawful assemblages, was discharged from custody today.

DESCRIBES THE GREAT BATTLE OF SANTIAGO

Admiral Schley's Watch Officer a Witness Before the Court of Inquiry.

Bob Evans Explains That He Made No Boast of What He Accomplished in the Conflict.

Washington, Oct. 2.—An interesting turn was given to the Schley court of inquiry today by the introduction of the first witness in Admiral Schley's behalf. This was Lieutenant James B. Doyle, who was a watch officer on board the flagship Brooklyn during the war with Spain. The fact that Lieutenant Doyle was put on the stand does not mean that the navy department has concluded the presentation of its side of the case. Mr. Doyle was called by the department, but as it also had been the purpose of Admiral Schley to summon him, advantage was taken of his presence on the stand to question him as an original witness for "the applicant." He was under examination by Mr. Raynor, in the interest of the admiral, when the court adjourned for the day.

Before undergoing examination at Mr. Raynor's hands, Lieutenant Doyle, at Captain Lemly's request, explained his part in the battle of July 3, and his original entry in the ship's log concerning the famous loop and his alteration of that entry before he subsequently discovered that his first entry had been erroneous.

Lieutenant Commander Sharp, who commanded the Vixen during the Spanish war, also gave his testimony during the day, giving especial attention to the notes of the battle of July 3 made by Lieutenant Harlow of his ship.

Admiral Evans, Captain Sigsbee and Correspondent Dieualde were all recalled for the purpose of correcting their testimony as given yesterday and all made additional statements.

Just before the adjournment for the day the court abandoned its decision not to allow any questions concerning the blockade of Santiago after July 1, when Commander-in-Chief Sampson arrived there.

Evans Says He Did Not Brag.

Admiral Evans was the first of the witnesses of yesterday who appeared for the purpose of making corrections in his testimony. Having made these corrections, Admiral Evans rose and, formally addressing the court, said:

"May it please the court, in connection with one of the questions asked me yesterday, unless Admiral Schley or his counsel object, I should like to make a statement and produce a letter. If at any moment counsel object or Admiral Schley objects I will withdraw it and stop."

Mr. Raynor—Could we look at the letter?

"Certainly" (handing it to Mr. Raynor). "It is a matter entirely personal to me, sir. The way the question was put to me yesterday put me in the position of having bragged of destroying the whole Spanish fleet on board the Brooklyn. The identical words were used in a letter purporting to come from the Brooklyn and published in a Washington newspaper of July 25, 1898. I immediately went to the editor of the paper to ascertain the author of such a letter, and he, after a good deal of trouble, ascertained that it was a woman who had given this information. Whether she was paid for it or not I could not find out.

"At the same time I wrote to Captain Crook of the Brooklyn, enclosing the article, and there is his reply. I should like that letter to go in the testimony in connection with the testimony, as the words are the identical words used in this scurrilous letter published in the newspaper."

Mr. Raynor—I do not object to any explanation at all that you may make. There was nothing wrong in the question itself.

"The question was put to me as if I had stated 'I had shot the bow off the Pluton, raked this ship and knocked out another one,' etc. There is Captain Cook's letter, denying that such a conversation took place."

Mr. Raynor—The point is whether the conversation was between you and Commodore Schley?

Objected to Letter.

Mr. Raynor said he would object to the presentation of the letter at this time, but not at the proper time. He said the proper time for this would be when Captain Cook is on the stand.

Admiral Evans—I withdraw it.

Mr. Raynor—I am perfectly willing you shall submit it at the proper time.

After some further coloquy the incident closed.

Yeoman Becker was then recalled and was excused after brief questioning concerning the dispatches prepared by him at Key West for Admiral Sampson for Commodore Schley. He again said that according to his recollection these dispatches were forwarded by the Iowa and the Dupont, but said that his statement was based entirely upon his memory.

Lieutenant Commander Alexander M. Sharp, who commanded the converted yacht Vixen during the Spanish war, was the first new witness of the day. He testified that he had first fallen in with the flying squadron on the morning of May 24 off Cienfuegos. He said that the weather on the cruise from Cienfuegos to Santiago had been "squally," but not sufficiently bad to interfere with the speed of the Vixen. The vessel had not, he said, been in urgent need of coal on May 26.

"If I had been," he said, "and received orders to coal, I should have tried to do so, though it would have been an uncomfortable job, because the Vixen was a very small ship."

Never Discussed Retrograde Movement.

Commander Sharp said that notwithstanding he had been on board the Brooklyn several times, Commodore Schley had never discussed with him the retrograde movement toward Key West, begun on May 26.

Describing the service of the Vixen during the siege of Santiago under Commodore Schley, Commander Sharp said that he had been placed on picket duty at the eastern end of the line on the night of May 29 and had continued this duty afterward. He was about two miles from the shore, he said, and probably three miles from the mouth of the harbor. He said that the entire fleet could not have been discerned at night, and that the shore line could only be discerned as a black mass in the distance.

Mr. Hanna—Could you have seen a vessel undertaking to pass out near the shore under those conditions?

"If she had shown no lights and made no noise I do not believe we could."

"Did you at any time suppose yourself to have discovered a torpedo boat attempting to escape?"

"One night we sighted a light, running apparently alongshore with a good deal of speed, and signaled that it was a torpedo boat escaping. It turned out to be a locomotive headlight on the railroad."

"Under those circumstances could you have seen the train had no headlight been displayed?"

"I think not. All we saw was the light."

Commander Sharp said that the Vixen had carried Commodore Schley from the Brooklyn to the Massachusetts on May 31 before the beginning of the bombardment of the Cristobal Colon, and that when he had asked what course he should pursue in the approaching action, Lieutenant Sears had replied for the commodore that the latter had directed that Commander Sharp keep his craft clear, as she was vulnerable and should not assume any risks. He thought the commodore had afterwards spoken to him to the same effect.

Saw the Brooklyn's Loop.

Mr. Hanna—Passing on to the battle of July 3, did you see any portion of the loop made by the Brooklyn?

"When I first saw the Brooklyn I think she was headed about south and swinging very rapidly under her port helm."

"Did you at any time have any conversation with any person in the presence of Commodore Schley with respect to the direction in which the Brooklyn turned on that occasion?"

"Yes, sir."

"State the circumstances of that conversation."

"I took on board the Brooklyn a copy of the notes taken by Lieutenant Harlow, the executive officer of the Vixen, during the engagement, and showed them to the commodore. The commodore was seated at his desk, as I remember it, and at various put to different officers came into the commodore's cabin. Captain Cook was there I think at one time. The navigator of the Brooklyn, Lieutenant Hodgson, came in also. I think Commander Eaton was in at one time and if I am not mistaken, Captain Parker was in.

"I was talking to the Commodore about these notes, and at one part of the conversation on the way, the helm of the Brooklyn had been put to port to form the so-called loop. I stated that the helm was put to port. Lieutenant Hodgson spoke up and said, 'No, you are mistaken; helm was put to starboard.' I said, 'No, no, you put your helm to port.' He said, 'I can prove it to you. Look at this chart.' I said, 'I don't want to see the chart. You swung with the port helm.'

"Was it conceded finally," asked Captain Lemly, "that the helm had been put to port to make the turn?"

"I am not positive," was the reply, "but it is my impression that it was."

"By whom was the concession made?"

"I do not remember."

"Were there any instructions at that time to the navigator in regard to the entries in the log?"

"Not that I remember."

Position of the Texas.

"Did you see the Texas during the battle off Santiago?" asked Mr. Hanna.

"I saw the Texas about the first time I saw the Brooklyn," responded the witness. "She was southward to westward of the Brooklyn. The Texas was then apparently lying dead in the water. I remarked to some officer standing near: 'The ship will never start and those fellows will get away.' The Brooklyn was then swinging around toward the Spanish fleet."

"How near was she to the Texas?"

"I could not give an estimate of the distance."

On cross-examination Commander Sharp was questioned in great detail by Captain Parker in regard to entries in the log of the Brooklyn for the period covering the Cuban campaign. He referred to the entries concerning the Vixen's firing upon a locomotive engine on shore near Santiago, taking it for a gunboat. He elicited from the witness the statement that at the time the Vixen must have been very near the shore.

Captain Parker then questioned Commander Sharp concerning the notes made of the battle of July 3, by Lieutenant Harlow on board the Vixen. This report has occasioned no little controversy, it being claimed by some of Admiral Schley's friends that after a copy of the notes was delivered to the admiral (then commodore) by Commander Sharp, they were changed somewhat. The witness said that he had taken a carbon copy to the commodore after the battle.

"Do these notes state the truth of the battle as you saw it?" asked Captain Parker, and the witness replied:

"These are Lieutenant Harlow's notes. He took them and I am not prepared to say yes or no whether they are absolutely correct in every particular or not."

"Haven't you read them over several times?"

"I have."

Would Not Vouch For Notes.

"Now, are you not prepared to say to the best of your knowledge and belief that they contain a true statement of what Lieutenant Harlow saw?"

"I cannot tell what Lieutenant Harlow saw."

"You do not know whether they (the notes) are true or not from having read them over several times and from your own knowledge of the battle?"

"In the main essentials I should say that they are true, but there may be mistakes and probably are mistakes in them."

"Did you furnish a copy of these particular notes to any one else, any other officer in that squadron?"

"Not that I remember. There were several copies printed but what became of all of them I do not know."

"Did you take a copy or send a copy to any other other commanding officer or staff officer of that fleet?" Commodore Schley?"

"Not that I remember."

"Will you say that you did not?"

"No, sir. I will not say that I did not. To the best of my knowledge and belief I did not, but I have these notes."

(Continued on Page 2.)

BRIGANDS FIX THE LIMIT.

Say $100,000 Ransom For Miss Stone, the American Missionary Must be Paid by Oct. 8.—Woman is Being Dragged From Place to Place.

Constantinople, Oct. 2.—The brigands who carried off Miss Helen H. Stone, the American missionary, and her companion, Mme. Tsika, a Bulgarian lady, have fixed Oct. 8 as the limit of time for the payment of the ransom, $100,000, demanded for Miss Stone's release. The hiding place of the brigands has not yet been discovered and the delay accorded by the abductors is taken to indicate that they consider their retreat quite secure.

New York, Oct. 2.—The report from Sofia, mentioned by the Vienna correspondent of the Telegraph, throws quite a new light on the abduction of Miss Stone, says the London correspondent of the Tribune. There is every reason to believe that the chief of the band which carried the women off to the mountains was Bous Saratou, the former president of the Macedonian committee at Sofia.

Miss Stone has sent two letters to the mission at Samakon, wherein she begs that the robbers may not be pursued. When they find themselves hunted they drag her from place to place, and as a consequence she is so fatigued as to be unable to walk any longer.

FILIPINOS MUTILATED AND BURNED BODIES OF AMERICAN SOLDIERS

Manila, Oct. 2.—The latest advices from the island of Samar give harrowing details of the slaughter of the members of company C, Ninth United States infantry, last Saturday at Balangiga. It is stated that the president of the town, claiming to be friendly, led the assault in person.

On hearing of the slaughter, Colonel Isaac D. Doursey of the Eleventh infantry, started for the scene immediately with a battalion. The body of Captain Connell had been tied at the heels, saturated with kerosene and partly burned. Forty-five bodies have been buried in a trench, leaving seven unaccounted for. The charred remains of many were recovered. In numerous instances the bodies had been badly mutilated.

Three hundred Macabebes will also be dispatched to the scene of the massacre on board the Legaspi, which is delayed by a typhoon.

The United States hospital ship Relief will leave here tomorrow with one battalion of the Seventh regiment and the Legaspi will embark a battalion of the Twenty-sixth regiment to reinforce the troops in the island of Samar.

The American publishes a telegram today giving an account of the fight in which a majority of the men of company C, Ninth regiment, were killed near Balangiga, Sept. 28. The fight was long premeditated and the Filipinos were called to church bells at daylight. They got between the soldiers, who were breakfasting, and their quarters. The insurgents were mostly armed with bolos, but they had a few rifles with them.

WILL NOT PERMIT EMMA GOLDMAN TO LECTURE

Chicago, Oct. 2.—Mayor Harrison today ordered the police to prevent the lecture which Emma Goldman proposes to deliver here tomorrow night.

The anarchist organ, Free Society, was issued today for the first time since the president was shot. The leading article is a review of Czolgosz's crime by Emma Goldman.

Abraham Isaak, editor of the Free Society, was denied today the use of the United States mails for the scattering of his paper.

Famous Pilot Dead.

New York, Oct. 2.—Thomas Francis Murphy, a Sandy Hook pilot, is dead. Murphy, who was a veteran pilot, fought in the United States navy in the civil war and took part in the fight between the Monitor and the Merrimac. He was assistant sailing master of the famous old American yacht Dauntless when she raced the English yacht Cambria from Dunts Head buoy, off Queenstown, starting July 4, 1870, and arriving at Sandy Hook on July 26.