CAPTAIN OF ADMIRAL SAMPSON'S FLAGSHIP TALKS OF THE DISPATCHES SENT TO COMMODORE SCHLEY

Chadwick of the New York a Witness at the Court of Inquiry

Objection Made to the Praise Sent to the Cruiser Brooklyn

Commander Knew Nothing of the Code With the Cubans

Nephew of Dewey Takes a Part in the interesting Session

WASHINGTON, Oct. 11.—Captain F. E. Chadwick, who was in command of Admiral Sampson's flagship, the New York, and who also was chief of the admiral's staff during the war with Spain, testified before the Schley naval court for a short time this afternoon. He was the last witness called and when court adjourned was still under cross-examination by Mr. Raynor, who stated that he had only a few more questions to ask him. There was considerable interest in Captain Chadwick's appearance because of his close relationship to the commander in chief of the North Atlantic squadron.

Captain Chadwick's testimony related very largely to dispatches sent by Admiral Sampson to Commodore Schley while the latter lay off Cienfuegos, in May, 1898, and to the code of signals agreed upon between Captain McCalla of the Marblehead and the Cuban forces operating near Cienfuegos.

Chadwick said the code had not been sent to Commodore Schley by dispatch because Captain McCalla had expected to join the commodore immediately and communicate the code to him. He also told of being present at an interview between Admiral Sampson and Commodore Schley, in which the latter had expressed his intention to be loyal to the commander in chief. He related in detail the change of opinion concerning the whereabouts of Cervera's fleet by Admiral Sampson on May 21, between the sending of the two dispatches of that date by Admiral Sampson to Commodore Schley, one of which was dated at Key West and the other at Havana. Captain Chadwick said he had not approved Admiral Sampson's dispatch of May 28 congratulating Commodore Schley on his accomplishments to that date.

Five other new witnesses were heard during the day, two of them being officers of the New York. One of these was Lieutenant C. C. Marsh, the flag secretary of Admiral Sampson, who testified concerning dispatches to Commodore Schley, and the other was the ship's flag lieutenant, Lieutenant E. L. Bennett. Lieutenant Theodore G. Dewey, a nephew of Admiral Dewey, who served on the Massachusetts; Lieutenant Althouse, also of the Massachusetts, and Lieutenant Francis Boughter, who served on the Marblehead, were the other new witnesses of the day.

OFFICERS GIVE TESTIMONY.

Questions About Schley's Operartions Off Cienfuegos Answered in Court.

WASHINGTON, Oct. 11.—After the witnesses of yesterday had been recalled to-day in the Schley court for the purpose of correcting their testimony Lieutenant J. H. Holden was reintroduced to continue his examination. Other witnesses called for the day were Captain Chadwick, who was Admiral Sampson's chief of staff during the war with Spain; Commander M. C. Marsh and Lieutenant E. L. Bennett, both of whom served on the flagship New York; Lieutenant Adelbert Althouse of the Massachusetts, Lieutenant Francis Boughter of the Marblehead and Lieutenant W. H. Reynolds, who was signal officer on board the Texas.

Captain Lemly had supposed that he would be able to conclude the presentation of the Government's side of the case by the close of this week, but he now finds that he will still have several witnesses on his list when the court adjourns to-morrow. In all probability he will consume the greater part of the first half of next week. Mr. Raynor estimates that the court will not be able to conclude its work before the middle of November.

When the court was called to order Captain Lemly made a brief explanation of one of his statements of yesterday concerning the statement received from Commander Marix. He had said that the statement was "unsworn."

"I would like it to appear," he said, "that although these are sworn to they are not, being in the shape of depositions and ex-parte statements, such sworn evidence as is usually admitted before the court, but came in with their full value merely because there was no objection on either side."

Among the witnesses called early in the day for the purpose of correcting early testimony was Admiral H. C. Taylor. While he was on the stand he was asked by Captain Lemly whether he had received information that the Spaniards were coming out of the harbor at Santiago before they made their appearance on the morning of July 3. His answer was:

"None whatever."

Mr. Raynor—You did not get a message from the Vixen in reference to smoke coming out of the harbor?

"None."

Captain Parker—Your attention was not called to smoke?

"Not at all, sir."

"Do you remember anybody on your vessel who did observe smoke and report it to you?"

"I dod not remember."

Captain Lemly read a report from Capt. Merrill Miller, formerly of the Raleigh, concerning the accuracy of the stadimeter. This report was dated in 1895 and stated that the stadimeter had been found to give accurate results in measurements of less than 800 yards, but not so when the distance was greater. In one case the writer noticed an error of 200 yards in a 1600 yards measurement.

Movements of Massachusetts.

Lieutenant Adelbert Althouse, formerly watch and division officer on the battleship Massachusetts, was then called. He detailed the movements of that vessel in connection with the flying squadron. He said that at Cienfuegos the vessels lay six to ten miles out at night, going nearer in the daytime. Lieutenant Althouse said that on the day of the bombardment of the Cristobal Colon he had been in charge of the 8-inch turret of the Massachusetts. He said that the ship had not taken to exceed three minutes in passing the entrance to the harbor on the first passage and that only two shots were then fired. The instructions were to make the range 7000 yards, but the shots fell short and the range was increased on the return trip to 8500 and then to 10,000 yards.

Asked what was developed as to the strength of the land batteries by this reconnoissance, he said that to his mind it was shown they were very weak. In reply to a question as to whether he had made any notes concerning the engagement he replied: "No, we went in under instructions to sink the Colon." His orders had been to direct his fire at that vessel.

When Lieutenant Althouse was excused Captain Lemly introduced as evidence the reports made by Commodore Schley to the Secretary of the Navy of the engagement of May 31. In one of these dated June 3 Commodore Schley said:

"Reconnoissance was intended principally to injure and destroy Colon. The fire was returned without delay, by the heavy batteries to the east and to the west of the entrance, small caliber, long range; reconnoissance developing satisfactorily the presence of the Spanish equadron lying behind island near inner fort, as they fired over hill at random. Quite satisfied Spanish fleet is there."

Lieutenant P. G. Dewey, nephew of Admiral Dewey, who was a watch officer on the Massachusetts, was the next witness. He placed the distance of the blockading line under Commodore Schley from the mouth of the harbor at from five to eight miles, the distance being about the same day and night. There was, he said, no particular formation of the vessels. The examination on this point was as follows:

Captain Lemly—When you were at the western end of the blockade with the leading vessel making the turn, what orders were there for attacking if you saw the enemy coming out of the entrance?

"I do not believe we could have seen the enemy coming out. There were no orders I have any knowledge of."

"Why do you think you would not have seen the enemy coming out if such had been the case?"

"Owing to darkness and the distance from the harbor. For instance, when we were at the western end of the line the ships could have come out and stood to the eastward without our being any the wiser unless they showed lights."

"How about the reverse of that proposition?"

"I think it would have been the same in either case."

Captain Lemly then asked:

"Did you have any conversation with the commanding officer of the flying squadron or any one in his presence in relation to the fire on the Colon or otherwise?"

Lieutenant Dewey replied:

"I was told shortly before we started into the entrance that the commodore wished to see the turret officers in the pilot house. I went to the pilot house and the commodore said that he intended to go in a few moments and take a 'try' at the colon and that he hoped we would sink her. I asked what speed we would make, and was told 'about ten knots.' I remarked that I thought that that was giving us very little chance at the Colon, as she would be in sight between the head lines only a couple of minutes and that the smoke from the guns would probably make our fire very slow. To the best of my recollection the commodore stated we would have to do the best we could, that the speed would be ten knots."

He said in reply to questions that the Spanish shore batteries had not given the American ships much trouble on that occasion:

"None from the Colon came near," he said, "but two or three shots from the batteries fell about the Massachusetts at the time, one passing over it."

"What conclusion did you arrive at as to the caliber of the shore guns?"

"I did not think they were of very large caliber, not over six-inch."

Marblehead Officer Testifies.

Lieutenant Francis Boughter, who was a watch and division officer on board the Marblehead during Commodore Schley's blockade of Santiago, was then called. He said that during that time the Marblehead and the Vixen were on picket duty between the shore line and the line of blockade, the Marblehead being stationed three miles from the shore and to the westward, six miles from the Morro. He would not attempt to say how far outside the squadron was, but he could not see the ships after nightfall.

The court asked:

"Was the Marblehead in such position at night while on picket duty off Santiago that the enemy's vessels would have been seen had they attempted to leave the harbor?"

The witness replied: "That would depend on a great many circumstances—the state of the weather, the course they took and their success in keeping their ships dark and quiet."

Admiral Dewey—The Marblehead was on picket duty. Could she have seen the enemy coming?"

"If the enemy kept too close to the shore and we were three miles off during most of the time we could not have seen them; if the enemy had stood south from the entrance, which would have placed them about four miles off, we would not have seen them, provided they kept reasonably dark and quiet."

Mr. Raynor—What was the purpose of the picket boats being there if they could not see the enemy?

"They were supposed to be there, I presume, for that purpose."

"Then, if they were there for that purpose, what was it that would have prevented them from accomplishing this object?"

"The fact that they could not see a vessel if it ran a distance of from two to three miles off at night."

At the afternoon session of the court Lieutenant Boughter said he had received no general orders as to the distance out from Santiago harbor for the Marblehead, the captain of the vessel fixing the distance from time to time.

Lieutenant Ernest Bennett, flag lieutenant on the New York in 1898, was called. He said that when the North Atlantic squadron arrived off Santiago they joined the flying squadron there. Captain Lemly then said that he had called Lieutenant Bennett not only for his direct examination, but for full cross-examination in accordance with the precept. Mr. Raynor stated, however, that he had no questions to ask, and the witness was excused, being succeeded by Lieutenant Charles C. Marsh, who was flag secretary to Admiral Sampson during the Spanish war.

Lieutenant Marsh testified concerning the forwarding of dispatches by the Dupont and the Iowa from Key West on May 20. These messages were from Admiral Sampson to Commodore Schley, and one of them was the memorandum by Captain McCalla concerning the insurgents at Cienfuegos. Questioned as to the correctness of his memory, the witness said that his mind was refreshed by the records of the commander-in-chief as to his correspondence. Every letter was, he said, pressed-copied as soon as written, and he therefore considered the order in which the letters were copied as a certain record of what had transpired in the way of letter-writing. Other records were produced which, he said, were corroborative of this. From these records he found that the "Dear Schley" letter had been sent on the Dupont May 20. He also found from the record that a dispatch of May 21 saying the Spanish squadron was "probably at Santiago" had been forwarded by the Marblehead. This is the dispatch dated at Key West in which Admiral Sampson said to Commodore Schley: "If you are satisfied that they (the enemy) are not at Cienfuegos, proceed to Santiago," etc. He also identified a dispatch of May 21, dated at Havana, and urging the commodore to get away from Cienfuegos before daylight of May 23, as the "Spanish would probably be still at Santiago." The latter dispatch, he said, had been written after the dispatch from Key West of the same date.

That "Dear Schley" Letter.

Mr. Hanna—Would it have been possible that the "Dear Schley" letter could have been sent on an earlier date than this letter of May 19, transmitting the McCalla memorandum?

"I should say not; the McCalla memorandum being press-copied in the book on a prior page."

In cross-examining the witness, Mr. Raynor said that counsel for Admiral Schley would admit the receipt of one copy of the McCalla memoranda, but that there was dispute as to the other copies. He tried to get the witness to say that the Iowa had carried a duplicate of the "Dear Schley" letter, but he would not do so. He held, however, to the statement that the McCalla memorandum had been carried in duplicate by both the Dupont and the Iowa. He had, however, no written evidence that either the Hawk or the Marblehead had carried the memorandum.

"We were likely to be on the safe side in such matters," said the witness, "and to have chucked in the memorandum, but the Marblehead had not been relied upon to carry the dispatch."

Mr. Raynor questioned the witness at some length on this point, saying:

"I want to call your attention to this: Dispatch No. 8 was received on May 23 by the Hawk. Now it is in evidence here that the Hawk carried No. 8 to Commodore Schley, and this letter commences 'In reply to your letter No. 8, I would state,' and so on. Then it says: 'Regarding inclosed information from McCalla.' Now, doesn't that refresh your memory upon the point that when he received No. 8 from the Hawk he received with it the inclosed information from Captain McCalla, which is the memorandum?"

"He probably did. He might have received it half a dozen times. That was not the first time it was sent."

"Does not that settle it that he got it from the Hawk?"

"I do not know that it necessarily does."

Lieutenant Marsh was then excused.

The last witness of the day was Captain French E. Chadwick, at present in command of the Newport naval station. He went on the stand at 3:30 and had not concluded his testimony when the court adjourned. He was questioned by Mr. Hanna concerning the code signals arranged by Captain McCalla of the Marblehead with the insurgent Cubans near Cienfuegos. He replied:

"Captain McCalla arrived off the reefs of Key West at noon on the 19th of May. He came on board and was there some time with Admiral Sampson and myself. After coming on deck he spoke to me and said he had made an arrangement with the Cubans off Cienfuegos by which they could communicate with the ships. He said he did not care to have anything said about it, as he was going back the next day and his would probably be the first ship there. He was accidentally delayed at Key West by his inability to get coal and water until the next day, so that instead of leaving on the 20th he left on the 21st."

"Was this system of signals reduced to writing?"

"No."

"What was said, if anything, about reducing them to writing?"

"He was anxious about them. He did not want the code to get out publicly. He seemed to have an idea that the Spaniards might get hold of it and get the Cubans into trouble thereby."

"To whom, if you recollect, did you communicate this system of signals or information respecting it?"

"My memory is entirely at fault regarding that. I cannot say positively that I communicated it to anybody."

"Did you communicate it to Commodore Schley? If not, why not?"

"The signals were not communicated to Commodore Schley because Captain McCalla said he was going back the next day at once and would give them to all the ships off Cienfuegos himself."

"Was Commodore Schley then in Key West?"

"He had left on the morning of the 19th for Cienfuegos."

"Some hours before McCalla arrived with this system of signals?"

"About three hours before."

"Do you remember communicating this system yourself to Captain Evans?"

"I have no recollection of it."

"Do you remember whether Commodore Schley was advised at that time that Captain McCalla was operating off Cienfuegos or not?"

Schley on the New York.

"He had been informed that Captain McCalla's ships would form a part of his squadron. I do not remember any part of the conversation. Commodore Schley was on board the New York on the afternoon of the 18th until 4 o'clock and as he was going to Cienfuegos the next day we supposed he would be given the information."

"You have referred to a visit by Commodore Schley at Key West. Can you state anything that occurred there in Commodore Schley's presence bearing upon the subject of this inquiry?"

"My only distinct recollection in regard to a conversation was Commodore Schley's statement to the admiral that he desired to be perfectly loyal. He said that he was pleased to be under his command and that he could be assured that he should be entirely loyal in all his conduct."

"At what time did you fall in with the flying squadron?"

"We anchored at Key West a little before 4 o'clock on the afternoon of the 18th of May and found Commodore Schley's squadron there."

"Did Commodore Schley go on board the flagship?"

"He came on board."

"Were you present at an interview?"

"I was present there the whole time he was there. In the cabin the only persons who were present permanently, so to speak, were Admiral Sampson, Commodore Schley and myself. There were several different persons coming and going."

"Did Commodore Schley come aboard Admiral Sampson's flagship on June 1 off Santiago when the latter reached there?"

"Yes, sir; he came aboard in the Vixen."

"Will you please tell the court what occurred during that interview. Was there anything said with regard to the feasibility of conducting a blockade off Santiago?"

"Yes. I remember Commodore Schley spoke in my presence, and I think to myself, as he was leaving the ship, saying, 'You cannot blockade those ships in there if they want to come out.' I remember that."

The Judge Advocate—Did you have any information whatever from any source that Cervera's fleet was going to make a sortie from the harbor of Santiago on July 3?"

"None whatever, within my recollection."

Taking the witness for cross-examination, Mr. Raynor asked:

"Do you recollect the dispatch which will be found in the official report of Admiral Sampson, dated May 29, which congratulates Commodore Schley upon his success? I will read the dispatch. Following telegram was sent to Commodore Schley—to Port Antonio, Jamaica, and Mole St. Nicholas:

"'I congratulate you on success. Maintain close blockade at all hazards, especially at night. Very little to fear from torpedo boat destroyers. Coal in open sea whenever conditions permit. Send a ship to examine Guantanamo with a view to occupying it as a base, coaling heavy ships one at a time. Apprise captured coal, use it if desired, and afterward send ship in as prize.'"

"I remember that very well, because I protested against his congratulations. I asked him why he persisted and he said: 'I want to encourage him.'"

"You recollect that because you protested against putting that in the dispatch?"

"I said that under the circumstances I thought it was improper."

"Did you meet Admiral Watson at any time and have a conversation with him?"

Admiral Dewey—I don't think that has anything to do with it. You know what we want. We want all the facts relating to these specifications and we don't want anything about conversations with Admiral Watson, commodores or anybody else on other subjects.

Mr. Raynor—This testimony has all gone in. It ought not to have gone in.

No Opinions Wanted.

Admiral Dewey—Of course it ought not. You ought to have been watching.

"I did object to it twice, and then when it was stated that it was something in reference to something that occurred before I did not want to disagree with the court."

Judge advocate—No objection was made to conversations after June 1 relating to the blockade as maintained prior thereto.

Mr. Raynor—Did you at any time approve of the blockade which Commodore Schley maintained before June 1? What was your opinion?

Judge advocate—I object.

Admiral Dewey—The court does not want that opinion.

Mr. Hanna—We have not asked opinions of officers commanding ships regarding that. We have carefully abstained from so doing.

Mr. Raynor—Then I will ask you in reference to the leaving of these vessels. You have stated, and it has been in testimony here, that this signal code with the Cuban insurgents was not made known to Commodore Schley. Have you not fallen into a slight error in point of time? Did not the flying squadron leave Key West before McCalla got to Key West, and have you not inadvertently fallen into error in point of time? You could not have given Commodore Schley the information because you did not have it until Captain McCalla got there. Is that not the reason?

The witness admitted that this was so.

Q.—Captain Evans has testified here that he knew it. Could you give me the source from which he derived his information?

A.—I don't remember speaking of it to Captain Evans, nor that I told him to communicate it to Schley. When McCalla came in it was expected that his ship would reach Cienfuegos about the same time as the Iowa and the Dupont, and McCalla said he would carry the signal agreement back with him. That signal was really for the benefit of the Cubans, and the McCalla memorandum was for Commodore Schley. The memorandum was full and explicit in that regard. If I may explain it a little farther, by the afternoon of the next or the afternoon of the day after McCalla came in, information was received of the arrival of the Spanish squadron in Santiago. So that any question of the insurgent Cubans about Cienfuegos dropped out of sight.

"You say that after the arrival of Captain McCalla information was received of the arrival of the Spanish squadron at Santiago. Will you kindly give us the information and from whom it came?"

"The first intimation we had was by a telegram from the Navy Department mentioning that 'The information may well be correct.' Next day Lieutenant Commander Staunton was in Key West and saw Captain Allen, who said that the evening before he had received communication from Havana that the Spanish squadron had gone into Santiago, and he was only waiting until the evening of the 20th to have it corroborated, as the operator who sent the information put himself in communication with our office in Key West only once a day, about 6 o'clock in the evening. Staunton came with that information and then went up in the evening to wait a second telegram, which corroborated the first, and which caused Admiral Sampson to believe that the Spanish fleet was in Santiago and also caused him to write the second dispatch directing the movement toward Santiago."

Mr. Raynor—Is this the telegram you refer to: "The report of the Spanish fleet being at Santiago de Cuba might very well be correct. So that the department strongly advised that you send word immediately by the Iowa to Schley to proceed off Santiago de Cuba with his whole command, etc?"

"That is the telegram I refer to."

"Did I understand you to say that that caused the belief that the Spanish fleet was in Santiago?"

Questions Over Telegrams.

"No, sir. What caused the belief was the information received from Captain Allen of the signal corps, who was in charge of the telegraph office in Key West. He informed Lieutenant Staunton, who was in Key West, at noon on the 20th that this information had come overnight from Havana."

"Could I interrupt you just a minute? Was number 7, the dispatch referred to (the 'Dear Schley' dispatch), being sent in answer to this inclosure?"

"Yes, that was sent after receiving this dispatch."

"The admiral then telegraphed the department practicaly a paraphrase of this letter number 7?"

"This dispatch and the telegram to the department paraphrasing it were prepared on the night of the 19th and were sent that night, I think. At noon of the 20th Lieutenant Staunton saw Capain Allen in Key West and Staunton was again sent to Key West and came back with the assurance from Captain Allen that the Spanish fleet was there. Then the doubt in Admiral Sampson's mind was removed, and he then wrote a dispatch to be sent by the Marblehead, which we were expecting to get off hourly. She, however, was delayed and the flagship got under way at 4 o'clock in the morning of the 21st and went over to Havana. From there, as there was more possibility of delay in the Marblehead's departure than was expected, he sent the Eagle and the Hawk with a copy of this dispatch and a supplementary dispatch to Commodore Schley, also with verbal instructions to the commanding officer of the Hawk to move at once toward Santiago."

"Is this the dispatch you refer to, No. 8? On the 21st, the following instructions were written at Key West for Commodore Schley and sent at 3 a. m. to the Marblehead to be delivered with all dispatch: 'Spanish squadron probably at Santiago, four ships and three torpedo-boat destroyers. If you are satisfied they are not at Cienfuegos proceed with all dispatch, but cautiously, to Santiago de Cuba, etc.' Is that the dispatch that was sent to Commodore Schley after the doubt was removed in the mind of Admiral Sampson of where the Spanish fleet was?"

"Yes."

"You have stated that he became certain on this subject?"

"He became assured, or at least my impression is that he felt assured after the receipt of the second word from Captain Allen in regard to the matter; that was on the evening of the 20th."

"Was that an assurance, may I ask you, of whether the Spanish fleet was at Santiago or whether it had gone into Santiago?"

"At Santiago."

"Does it state anything about having gone in and come out?"

"No, that they were there."

At this point in Captain Chadwick's testimony the court adjourned for the day.

Sampson in Poor Health.

WASHINGTON, Oct. 11.—Medical reports indicate that Admiral Sampson is recovering from the fatigue of his journey south and that the more favorable surroundings of his present home are working for his betterment. Beyond a little added brightness in his bearing, however, it is stated that his condition remains practically unchanged. The intense headaches from which he suffers recur less frequently than heretofore, and this in itself is a great relief to him. The admiral continues to take short walks accompanied usually by Mrs. Sampson.

LIEUT. DEWEY TELLS OF ATTACK ON THE COLON

I WAS told shortly before we started into the entrance that the commodore wished to see the turret officers in the pilot-house. I went to the pilot-house and the commodore said that he intended to go in a few minutes and have a 'try' at the Colon, and that he hoped he would sink her. I asked what speed we would make and was told 'about ten knots.' I remarked that I thought that was giving us very little chance at the Colon, as she would be in sight between the head lines only a couple of minutes, and that the smoke from the guns would probably make our fire very slow. To the best of my recollection the commodore stated we would have to do the best we could—that the speed would be ten knots."—From the testimony of Lieutenant Dewey regarding Schley's failure to destroy the Spanish cruiser Colon.

PAINE'S CELERY COMPOUND.

STRENUOUS LIFE SO OFTEN KILLS.

Thousands Worn and Sick in Body and Mind.

New Strength and Life in One Real Remedy.

Ablest of All Physicians Freely Gives Advice.

It is truer to-day than ever before that one man is no better than another unless he does more than another.

When, recently, in the most learned medical review in London, the organ of the great English college of physicians and surgeons, it was proved by exhaustive statistics that, despite the drain upon nerves and blood incident to the modern, strenuous life—despite the fact that diseases of the nervous system appear earlier and oftener among working people than formerly, nevertheless within the past five or six years the average life of Americans was materially longer than it was a decade ago—the editors of the Review pronounced it as their firm opinion that this undoubtedly resulted in no small degree from the discovery a few years ago by an eminent American physician of a positive cure for diseases of the nervous system, which had promptly been put within the reach of the public in that country, and was being used more and more generally as a family remedy.

MR. F. G. CROWELL.

One of the physicians, a member then and now of the royal staff, in forwarding a copy of the article to the proprietors of Paine's celery compound, inclosed a long and somewhat technical letter, in which he said:

"We are thoroughly convinced that no remedy yet known affords so certain relief from that class of disorders which modern conditions of working and living now breed as your Paine's celery compound."

Certainly one remedy is no better than another unless it accomplishes more than another.

And Paine's celery compound is pre-eminently the best remedy known to medicine for the cure of ailments that result from impaired nerves and consequent impure blood. The rheumatism, neuralgia, sleeplessness, indigestion, lack of strength that a bottle of Paine's celery compound so rapidly dispels are but temporary conditions if the relief that this remedy affords is properly given.

Mr. F. G. Crowell, a regent of the State University of Kansas, a typical example of the strenuous life of to-day, a college graduate with a later master's degree from Columbia, who resigned from the Prosecuting Attorneyship of Atchison County after four years to engage in the grain business with the famous Greenleaf-Baker Grain Company, is one of the thousands of such young men who owe a debt of gratitude to Paine's celery compound, and to use his own direct words, "found it all that it is represented to be."

When everything else has failed, Paine's celery compound makes the sick well. It needs but a single trial to convince!

USES MIRROR BEFORE HANGING

Chicago Murderer Has Last Rest in a Barber's Chair.

CHICAGO, Oct. 11.—George Dolinsky was hanged here to-day for the murder of his brother-in-law, Anton Lisle, a year ago. He spent the night before execution sitting in a barber's chair and surveying his features with a mirror.

Dolinsky became infatuated with Mrs. Lisle, who was his wife's sister. That clandestine wooing might not be interfered with Dolinsky sent his wife on a visit to her parents in the old country. Lisle, however, became suspicious. On November 27 the two men met in a pasture north of Irving Park.

When the police found Lisle's body there were four bullet wounds in it and the throat was cut. Dolinsky was arrested, but declared he had quarreled with Lisle about money matters and that he had been compelled to shoot his brother-in-law in self-defense. The evidence against Dolinsky, while mainly circumstantial, was sufficient to convince the jury that murder had been done in order that Dolinsky might marry Mrs. Lisle.

Meanwhile Mrs. Dolinsky, in Europe, heard that her husband had been arrested for murdering her brother-in-law. Mrs. Dolinsky, with her infant, hurried back across the Atlantic and did not discover the real state of affairs until she arrived in Chicago. She did not abandon her husband, however, but did all in her power to aid him. She visited him in jail yesterday and when she learned that the Supreme Court had refused to grant a supersedeas she fell in a fainting fit.

Dolinsky made his last confession to Father Rapouz yesterday and spent the night in a barber chair, alternately dozing and gazing at his image in a mirror.

Results at Kempton Park.

LONDON, Oct. 11.—Epsom Lad won the Kempton Park stakes of £500, added to a sweepstakes of £100 each, for three-year-olds and upward, distance one mile and a half, at Kempton Park to-day. Santol was second and William C. Whitney's Volodyovski (J. Reiff) finished third. Great interest was taken in the race, owing to the meeting of Volodyovski and Leopold de Rothschild's Doricles. The latter's victory in the St. Leger stakes over the winner of the Derby (Volodyovski) was held by many to be due to the poor riding of Lester Reiff, who allowed himself to be shut in.

E. Corrigan's Seaflower, ridden by Charley Thorpe, the American jockey, won the Middlesex selling plate, distance one mile. Ard Patrick (Maher) won the Imperial Produce stakes, distance six furlongs. Russel Brown (J. Reiff) won the Wandsworth plate, distance one mile. Foxhall Keene's Noonday II (Maher) won the October plate, distance one mile and a quarter.

J. Pierpont Morgan's record. Read the article in to-day's Wasp. *

CABLE PLANS ARE PROMISING

Attorney General Reports to the Cabinet Officers.

WASHINGTON, Oct. 11.—Attorney General Knox made a verbal report to the President and Cabinet to-day regarding the result of his investigations into the Pacific cable question. His conclusion was that under the law of 1866 any domestic company could land any cable on the shores of the United States or its possessions.

The President and the Cabinet were convinced by the verbal report that no executive action is called for at this time. The President will go over the subject more in detail with the Attorney General to-morrow and will review the whole matter in his message to Congress.

The law of 1866 is the same law under which the Postal Telegraph Company claimed it had the power to land a cable at Havana, but the claim was disregarded at the time by the Secretary of War.

Five members of the Cabinet, Secretaries Long, Hitchcock and Wilson, Attorney General Knox and Postmaster General Smith, were present at to-day's meeting, which was devoted largely to the consideration of appointments under the various departments. The question of Southern appointments generally again came up and the President reiterated his policy of appointing Republicans, if suitable applicants could be found, and if not, appointing Gold Democrats. His policy in this respect meets the approval of the Cabinet.

CONVICT PROFITS BY CONTEMPT OF COURT

SACRAMENTO, Oct. 11.—Because he believed that life would be unbearable among his fellow convicts should he give testimony for the prosecution in the Klein murder case, convict Thomas Jones declined to tell his story before a jury this afternoon and was committed to the County Jail for contempt of court.

Klein killed a fellow convict named Henry Miller in Folsom Prison on May 17 by hitting him upon the head with a piece of iron pipe. Klein was brought to Sacramento for trial, along with several witnesses, one of the most important of whom is Thomas Jones, who has eight more years to serve on a charge of arson. When placed on the stand Jones asked to be excused, saying he had good reasons. Given permission to confer in the lobby with Assistant District Attorney Wachhorst, he told that officer that the hint had been given him that he would better not testify against Klein, and he said that should he do so he would be insulted and abused by the other convicts during the remaining eight years of his term. On being recalled to the stand and commanded by Judge Hart to answer the questions put to him he said:

"Judge, I guess you had better commit me for contempt."

This was the only recourse, and the convict was consigned to a cell, while the court on its own motion stood adjourned.

"WHITE HOUSE" IS OFFICIAL NAME OF PRESIDENT'S ABODE

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Oct. 11.—President Roosevelt has decided that the official designation of the President's residence during his administration shall be "White House." During the period of mourning stationery with a black border will continue to be used, on which are printed the words "Executive Mansion, Washington." At the end of that time personal and official stationery will bear the words, "White House, Washington."

American citizens have called the President's official residence White House for nearly a century. Some Presidents have chosen to have it designated Executive Mansion on their personal as well as official correspondence.

GERMANY MAY MAKE DEMANDS

Likely to Seek Reparation for Assault Upon Her Sailors.

Special Dispatch to The Call.

CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Oct. 11.—If Germany pursues the policy she has elsewhere observed Venezuela will be required to make prompt reparation for the assault made by her police upon German sailors at Puerto Cabello. No information concerning the incident has been received by the State Department, and this fact causes the officials to express the belief that the affair was not important. American sailors have been treated in the same manner, and it has been necessary in the past to make representations upon the subject to the Caracas Government. Following the usual course, it is believed here that the commander of the German cruiser Vineta, lying at Puerto Cabello, made an investigation of and has reported the facts to his Government. If the investigation should show that the blame rests upon the Venezuelan police, then Germany will undoubtedly demand an apology and perhaps an indemnity for the men injured. The United States would prefer that the incident be disposed of as promptly as possible.

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AMEER WANTS ENGLAND'S LOVE

New Ruler of Afghanistan Not Anxious for Trouble.

SIMLA, Oct. 11.—Habib Ullah Kahn, the new Ameer of Afghanistan, has officially informed Lord Curzon, Viceroy of India, that he will follow in his father's footsteps, hoping that the friendship existing between the Afghan and British Governments will continue to increase.

LONDON, Oct. 12.—"According to official intelligence from the Ameer of Bokhara," says a dispatch from St. Petersburg to the Daily Telegraph, "the brothers of Habib Ullah Kahn left Cabul secretly with their partisans the moment their father died, and therefore cannot be said to have acquiesced in the accession of their brother.

"Habib Ullah, indignant at their flight, has taken measures to defend the capital and sent strong detachments to prevent their return or to endeavor to capture them as rebels. He has further resolved to ask assistance of Emperor Nicholas and the Ameer of Bokhara."

As bearing upon the advices to the Daily Telegraph from St. Petersburg, it is pointed out that Habib Ullah, in his letter to Lord Curzon announcing his accession, asserted that his younger brother had publicly sworn allegiance to him on the day the old Ameer died.

Dr. Hill Goes to an Asylum.

SAN RAFAEL, Oct. 11.—Dr. Ludlum Hill, the San Francisco dentist, who was arrested yesterday at Larkspur on complaint of his wife on a charge of insanity, was examined by physicians here to-day and pronounced insane. Judge Angellotti committed him to the Uklah asylum.

FEDERAL FORCE IS BLOCKADED

Colombian Revolutionists Still at Point Morro.

Special Dispatch to The Call.

PANAMA, Oct. 11.—The revolutionists are still at Point Morro, and the Government troops in Tumaco, on the Pacific Coast, are blockaded. The gunboat Boyaca has returned to Buena Ventura. The British warship Icarus, which went to Tumaco to investigate the firing of the British steamship Quito, has returned here.

CARACAS, Venezuela, Oct. 11, via Haytien cable.—Venezuela, on the surface, is inclining to the attitude expressed in these dispatches yesterday, of favoring a friendly and conclusive arrangement between Venezuela and Colombia of the existing trouble, principally because the Venezuelans were defeated at Guajira. They see small chance of vanquishing the Colombians on the Tachira frontier. President Castro fears the vivifying effect upon nationalism of another military disaster.

Breaks a Bowling Record.

SAN JOSE, Oct. 11.—The Garden City Bowling Club team of this city has broken the coast record for a five-man team in practice. Its performance was not official, however, and the old record will stand. For a five-man team the official record is 914 pins in one game, now held by the Echo Club of San Francisco. The Garden City Club team scored 922 pins. Ed Arnold, F. C. Sherrer, Dr. Schumacher (captain), Dr. Bangs and "Bunt" Smith comprise the team. A number of challenges will shortly be issued and the team will make an effort to capture the record.

CARLIST AGENTS RENEW ACTIVITY

Decide to Enter Spain and Commence an Insurrection.

Special Dispatch to The Call.

CEBERE, Oct. 11.—The Herald correspondent is in a position to maintain what has been said about the agitation in the Cabinet with regard to the probability of a Carlist rising, notwithstanding the denial made through the Havas Agency. Carlist agents are overrunning the province of Lerida. At a meeting of Carlist chiefs held in the house in Rue Fusterie at Perpignon, under the presidency of General Moore, it was resolved to enter Spain by way of Lerida and begin an insurrection.

General Moore has left for Marseilles.

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