

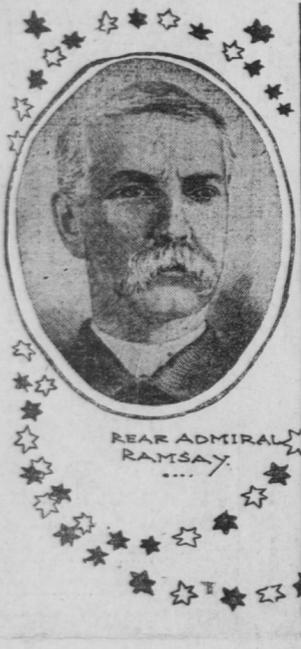
DEWEY GIVES SCHLEY CREDIT FOR VICTORY, BUT BENHAM AND RAMSAY FIND AGAINST THE COMMANDER OF THE HISTORIC FLYING SQUADRON

Court of Inquiry Unites in Commending Bravery in Battle. All Other Counts in Precept, However, Are Fully Sustained.

Is Scored for Dilatoriness in Proceeding to Santiago. Retrograde Movement and Loop Also Subjects for Censure.



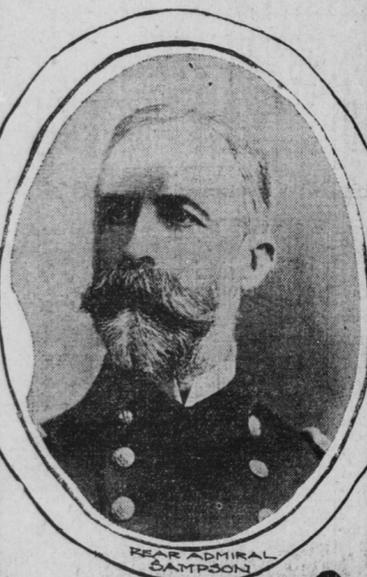
ADMIRAL DEWEY



REAR ADMIRAL RAMSAY



REAR ADMIRAL SAMPSON



REAR ADMIRAL BENHAM



MEMBERS OF COURT OF INQUIRY AND PRINCIPALS IN NAVAL CONTROVERSY.



REAR ADMIRAL SCHLEY



REAR ADMIRAL BENHAM

BENHAM AND RAMSAY FIND AGAINST SCHLEY

REAR ADMIRALS BENHAM and Ramsay stand together without Admiral Dewey on these points: That Schley did not proceed to Cienfuegos from Key West and maintain as close a blockade as possible. He did not endeavor to obtain information as to the supposed presence of the Spanish fleet at Cienfuegos. He did not proceed to Santiago with all possible dispatch, and did not dispose of his ships while going so as to intercept the enemy coming west. He should not have delayed the squadron for the Eagle.

WASHINGTON, Dec. 13.—The majority report of the Schley Court of Inquiry, given out for publication to-day, is as follows: Court of Inquiry, McLean building, 1517 H street, N. W., Washington, D. C., December 13, 1901.—The court, having, by authority of the Navy Department, occupied rooms numbers 9 and 10, McLean building, No. 1517 H street, N. W., Washington, D. C., while deliberating upon its proceedings, and the members thereof having assembled daily since Monday, November 11, with the exception of Sunday and holidays, and having concluded the investigation, reports its proceedings and the testimony taken with a full and detailed statement of all the pertinent facts which it deems to be established, together with its opinion and recommendation in the premises.

Facts Before the Court. The flying squadron, consisting of the Brooklyn, Massachusetts, Texas and Scorpion, under the command of Commodore W. S. Schley, U. S. N., sailed from Key West about 8 a. m. of May 19, 1898, with orders from the Navy Department and from the commander in chief of the North Atlantic station to proceed with dispatch (utmost) to Cienfuegos to capture the enemy off that port, if possible, or to blockade him, and to make the blockade as close as possible.

The flying squadron arrived off Cienfuegos on the morning of May 22 and established a blockade. During the day the ships lay off the port at various distances, in no particular order. At night they formed in column of vessels, headed off shore, and moved at only sufficient speed for keeping positions. The small vessels performed picket duty inshore of the large ships.

Commodore Schley did not proceed with utmost dispatch off Cienfuegos and block that port as close as possible. At 10 a. m., May 22, the Dupont arrived at Cienfuegos with a dispatch from the commander in chief dated Key West, May 20, 1898, which informed Commodore Schley of the probability of the Spanish squadron being in Santiago de Cuba, and ordered him to hold Cienfuegos until the receipt of more positive information.

At 1:30 p. m., May 22, the Iowa arrived at Cienfuegos and at 7 p. m. of the same date the Scorpion left Cienfuegos for Santiago. At 8:15 a. m. of May 23 Commodore Schley received by the dispatch vessel Hawk the following dispatch and memorandums from the commander in chief: Dispatch (No. 8), date Key West, May 21, 1898, which stated that the Spanish squadron was probably at Santiago and ordered Commodore Schley, if he was satisfied that the Spanish squadron was not at Cienfuegos to "proceed with all dispatch, but cautiously, to Santiago de Cuba, and if the enemy is there blockade him in that port."

Special Dispatch to The Call. CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Dec. 13.—Blame and praise. This is the verdict of the Schley court of inquiry handed in to-night. It is more blame than praise, because while Admiral Dewey, president of the court, gives him all of the credit and glory for the destruction of Cervera's fleet, as senior in command at the battle, and the entire court finds that his conduct was that of a man of courage in action, the unanimous finding is made that Schley's conduct in the Santiago campaign prior to his supersession by Rear Admiral Sampson was characterized by vacillation, dilatoriness and lack of enterprise. The investigation, unique in naval annals and of great historic importance, was intended to end the controversy which has not only disrupted the navy, but which has rent the entire country. Instead, further bitterness has probably been added to the controversy, for while Admiral Dewey gives it as his personal and individual opinion that to Rear Admiral Schley belongs the credit of the victory off Santiago, Rear Admiral Benham and Rear Admiral Ramsay, two junior members of the court, declined to append their signatures to such an expression.

Dewey Agrees With People. In his opinion, Admiral Dewey agrees with that of many of the people of the

DEWEY DECLARES SCHLEY DESERVES ALL CREDIT FOR GREAT NAVAL VICTORY

ADMIRAL DEWEY stands alone on these points: That the passage from Key West to Cienfuegos was made with all possible dispatch in view of the importance of saving coal. The Cienfuegos blockade was effective. The Adula was permitted to enter Cienfuegos harbor in the hope that she would bring news when she came out about the Spanish fleet. The passage from Cienfuegos to off Santiago was made with all possible dispatch, while keeping the squadron as a unit. The blockade of Santiago was effective. Schley is entitled to all the credit of the battle of July 3, as he was the senior officer in command.

United States; in their views, Rear Admiral Benham and Rear Admiral Ramsay voice the belief of an overwhelming majority of the officers of the navy. Furthermore, Admiral Dewey differs from his colleagues in the blockade maintained by Rear Admiral Schley at Cienfuegos and Santiago, which he, contrary to their view, finds was effective. He also holds

portion of the Hodgson correspondence, and agrees with them that the loop endangered the Texas.

The court unites in commending Schley's bravery in battle.

Rear Admiral Schley believes he has received a vindication.

What Navy Men Think. Officers of the navy who have violently attacked him say that the verdict of the court, instead of being an acquittal, sustains the charge of Rear Admiral Sampson that his conduct was reprehensible prior to the battle with Cervera's fleet, and Secretary Long's statement that while Schley did his duty in the battle of Santiago as commander in chief of the flying squadron, he lacked push, judgment and steadiness of purpose. But Rear Admiral Schley has established, by the opinion of Admiral Dewey, that he was the hero of the battle of Santiago, and in this he has confounded Rear Admiral Sampson, who attempted to claim the credit for the victory.

In his modest home, within a stone's throw of Admiral Dewey's residence, Admiral Sampson rests, broken mentally and physically, ignorant of the results of the investigation, and almost incapable of understanding when he shall be informed that he has been partially sustained but wholly deprived by the president of the court of honor of commanding the squadron which destroyed Cervera's fleet and

POINTS AGREED UPON BY THE ENTIRE COURT

ADMIRAL DEWEY and Rear Admirals Benham and Ramsay agree on these points: That Schley did not obey the department's order of May 25 to go with all haste to Santiago, find if the Spanish fleet was there and not leave without decisive action. He did not endeavor to capture or destroy the Spanish fleet at the mouth of the harbor May 28 and 29. He did not use his utmost endeavor to destroy the Colon while anchored at the mouth of the harbor on May 30. The effect of the loop of the Brooklyn was to lose the distance and position of the Viscaya and Colon. The loop was made to avoid dangerous proximity with the Spanish fleet, and it caused the Texas to stop and back her engines. He did an injustice to Lieutenant Commander Hodgson in publishing only a part of his correspondence. His conduct prior to June 1 was characterized by vacillation, dilatoriness and lack of enterprise. His coal reports were inaccurate and misleading. His conduct during the battle of July 3 was self-possessed, and he encouraged the officers and men to fight courageously.

WASHINGTON, Dec. 13.—Admiral Dewey's report is as follows: "Court of Inquiry, McLean Building, 1517 H Street, N. W., Washington, D. C., Dec. 13, 1901.—In the opinion of the undersigned the passage from Key West to Cienfuegos was made by the flying squadron with all possible dispatch, Commodore Schley having in view the importance of arriving off Cienfuegos with as much coal as possible in the ships' bunkers. The blockade of Cienfuegos was effective. Commodore Schley in permitting the steamer Adula to enter the port of Cienfuegos expected to obtain information regarding the Spanish squadron from her when she came out. The passage from Cienfuegos to a point about twenty-two miles south of

will not accept the verdict and hints at a Congressional inquiry. His opinion does not seem to be shared by many members.

SCHLEY PLEASED WITH THE REPORT

Rear Admiral Says His Honor Has Been Vindicated and He Has No Further Comment to Make.

CALL BUREAU, 1406 G STREET, WASHINGTON, Dec. 13.—"My honor has been vindicated and I am satisfied with the decision of the court." This was the only comment Rear Admiral Schley would make after hearing a synopsis of the two reports of the court of inquiry. Schley remained at his apartments at the Hotel Richmond all evening, evidently awaiting the report of