OFFICIAL PAPER —OF THE— CITY OF ST. PAUL.

# The St. Paul Globe

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MINNESOTA HISTORICAL SOCIETY

## HIS LAST WILL

FINAL TESTAMENT OF WILLIAM M'KINLEY FILED FOR PROBATE AT CANTON

DOCUMENT IS VERY BRIEF

Widow Holds Life Interest in Property, After Which It Is Divided Among Brothers and Sisters.

ESTATE OF NEARLY $250,000

CANTON, Ohio, Sept. 27.—Secretary Cortelyou came here today to assist Mrs. McKinley in disposing of matters connected with the late President's estate. After meeting Mrs. McKinley the question of filing the will was taken up. The trying task of reading it to her was undertaken by Mr. Cortelyou. Mrs. McKinley hade a heroic effort to bear up, and succeeded in doing so. Tonight she is resting well. All legal formalities necessary for her to subscribe to were disposed of. This afternoon Judge Day and Secretary Cortelyou went to the office of the probate judge and offered the will of President McKinley for probate. They carried with them the following:

"I, Ida S. McKinley, widow of William McKinley, deceased, hereby decline the administration of the estate, and recommend the appointment of William R. Day and George B. Cortelyou as administrators with the will annexed."

This recommendation bears date of Sept. 27, 1901.

Following is the text of President McKinley's will:

THE WILL.

"Executive Mansion, Washington, D. C.

"I publish the following as my latest will and testament, hereby revoking all former wills:

"To my beloved wife, Ida S. McKinley, I bequeath all of my real estate, wherever situated, and the income of any personal property of which I may be possessed at death, during her natural life. I make the following charge upon all of my property, both real and personal:

"To pay my mother during her life $1,000 a year, and at her death said sum to be paid to my sister, Helen McKinley. If the income from property be insufficient to keep my wife in great comfort and pay the annuity above provided, then I direct that such of my property be sold so as to make a sum adequate for both purposes.

"Whatever property remains at the death of my wife, I give to my brother and sisters, share and share alike. My chief concern is that my wife from my estate shall have all she requires for her comfort and pleasure, and that my mother shall be provided with whatever money she requires to make her old age comfortable and happy.

"Witness my hand and seal, this 27th day of October, 1897, to my last will and testament, made at the City of Washington, District of Columbia.

—"William McKinley."

The foregoing will was witnessed by us this 22d day of October, 1897, at the request of the testator, and his name signed hereto in our presence and our signatures hereto in his presence.

—G. B. Cortelyou.
—Charles Loeffler.

M'KINLEY'S ESTATE.

It is given out on authority that the McKinley estate will total $225,000 to $250,000, including insurance of $87,000. Aside from the $67,000 mentioned, the estate consists of real estate here and contiguous to Canton, and of deposits in Washington banks. Monday morning, at 9 o'clock, has been fixed by the probate court for a hearing prior to probating the will. Then it is expected that Secretary Cortelyou and Judge Day will be finally appointed administrators of the estate, with will annexed, and will give bond.

Secretary Cortelyou made the necessary affidavit today as to the genuineness of the signature of the president and of his own. Mr. Loeffler will reach here tomorrow and make affidavit as to his signature and to having seen the president attach his name to the document. The will is in the president's own handwriting and is on executive mansion letter paper.

## KIRKLAND ARMOUR DEAD

SUCCUMBS TO BRIGHT'S DISEASE AT HIS KANSAS CITY HOME.

KANSAS CITY, Mo., Sept. 27.—Kirkland B. Armour, the packer, died at his residence here at 6 o'clock this evening. Mr. Armour suffered with Bright's disease and a weak heart and had been sinking gradually for three days.

Mr. Armour had been ill for two years and had vainly sought improvement at various health resorts in the East and South. Last summer he went to Glens Falls, N. Y., but he suffered a relapse and was sent home three weeks ago on a special train to die. He showed improvement steadily until three days ago, when he took a serious turn for the worse.

Kirkland B. Armour was born in Stockbridge, N. Y., in 1854. He was the son of Andrew Watson Armour, who was for many years conspicuously identified with the Armour interests in Kansas City, and entered the packing house firm in 1872. After the death of his father he was made vice president and general manager of the Kansas City branch and upon the death, in 1898, of S. B. Armour, he succeeded to the presidency. He was in the directories of half a dozen Kansas City concerns.

Mr. Armour has for years been a breeder of blooded Herefords and on his farm near Kansas City had some of the finest stock in the United States, included among them being many importations from the English royal herd. He was twice president of the National Hereford Breeders' association. Mr. Armour leaves a widow and three children.

## ISLANDER WRECK INQUEST.

Witness Testifies That Captain and Pilot Were Sober.

VICTORIA, B. C., Sept. 27.—The inquiry into the loss of the steamer Islander, by which many lives were lost, was continued today. Steward Simpson was examined and told how he, the night watchman and the second steward, both of whom were drowned, had called passengers. Capt. Harris, a passenger, said he was on the bridge with the pilot from 10 to 12 o'clock. The pilot was sober. Witness went below at 1 a. m. to the saloon with a number of passengers, and the captain. He saw a bottle of whisky on the table. No one was excited in any way by drinking. A. J. Dallien, assistant local agent of marine, told of testing one of the boat's life preservers. It weighed four pounds eighteen ounces. It floated with thirty-eight pounds of lead, but sank with fifty. After being in the water twenty-four hours it weighed thirteen pounds four ounces. It was twelve years old. The inquiry was adjourned to Oct. 21.

BULLETIN OF IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Fair.

1—Admiral Sampson Ruled Out.
McKinley's Will Probated.
Thirteen Prospectors Drowned.
Mother Kills Her Babes.
Bad Wreck on the Wabash.

2—Railway Assessment Raised.
Gophers Shot Well.
Gifts to Historical Library.
Improvements as to State Fair.
Pure Food Crusade.
Stranger Dies at Como Park.

3—Plea From the Boers.
Pan-American Representatives.
News of the Northwest.

4—Editorial Comment.
Czolgosz Is in Auburn.

5—Games in the Big Leagues.
Yachts Race Again Today.
General Sporting Information.

6—Illinois Central Makes Money.
News of the Railroads.
Weekly Trade Review.

7—Grain and Provision Markets.
December Wheat, 70 1-8c.
Bar Silver, 58 1-4c.
Stocks Stronger.

8—Gas Company's Tax.
New Laws in Effect.
Republicans Will Stay Away.

## WEATHER FOR TODAY.

Minnesota—Fair Saturday; colder in northeast portion; Sunday fair; fresh northwesterly winds.

Wisconsin—Fair in southern; rain in northern portions Saturday; colder; Sunday fair; light to fresh winds, shifting to northwesterly.

Iowa—Parly cloudy Saturday; colder in northern and western portions; Sunday fair; probably colder in southeast portion; winds shifting to northwesterly.

North Dakota—Fair Saturday and Sunday; warmer Saturday in northwest portion; varible winds.

South Dakota—Fair Saturday and Sunday; variable winds.

Montana—Generally fair Saturday and Sunday; westerly winds.

St. Paul — Yesterday's observations, taken by the United States weather bureau, St. Paul, P. F. Lyons, observer, for the twenty-four hours ended at 7 o'clock last night—Barometer corrected for temperature and elevation: Highest temperature, 78; lowest temperature, 64; average temperature, 71; daily range, 14; barometer, 29.82; humidity, 76; precipitation, .49; 7 p. m., temperature, 64; 7 p. m., wind, southwest; weather, cloudy.

Yesterday's Temperatures—

| | *8pm | High | | *8pm | High |
|---|---|---|---|---|---|
| Havre | 60 | 64 | Huron | 58 | 68 |
| Medicine Hat | 52 | 52 | Jacksonville | 76 | 78 |
| Prince Albert | 46 | 50 | Kansas City | 74 | 80 |
| Swift Current | 36 | 42 | Marquette | 66 | 68 |
| Williston | 52 | 56 | Milwaukee | 68 | 82 |
| Alpena | 62 | 80 | Montgomery | 66 | 72 |
| Battleford | 42 | 50 | Montreal | 58 | 68 |
| Bismarck | 60 | 64 | Nashville | 70 | 78 |
| Buffalo | 66 | 78 | New Orleans | 74 | 78 |
| Boston | 58 | 70 | New York C. | 64 | 70 |
| Calgary | 46 | 56 | Norfolk | 68 | 70 |
| Charlotte | 62 | 70 | North Platte | 62 | 70 |
| Cheyenne | 51 | 62 | Omaha | 76 | 84 |
| Chicago | 66 | 82 | Philadelphia | 62 | 74 |
| Cincinnati | 72 | 80 | Pittsburg | 64 | 76 |
| Cleveland | 66 | 74 | Qu'Appelle | 52 | 42 |
| Davenport | 76 | 82 | S. Francisco | 60 | 64 |
| Detroit | 63 | 76 | St. Louis | 80 | 86 |
| Duluth | 68 | 72 | Salt Lake C. | 60 | 64 |
| Edmonton | 42 | 46 | Ste. Marie | 64 | 74 |
| Grand Haven | 66 | 78 | Washington | 64 | 70 |
| Green Bay | 70 | 80 | Winnipeg | 40 | 56 |
| Helena | 54 | 56 | | | |

*Washington time (7 p. m. St. Paul).

River Bulletin—

| Stations. | Danger Line. | Gauge Reading. | Change in 24 Hours. |
|---|---|---|---|
| St. Paul | 14 | 2.3 | *0.1 |
| Davenport | 15 | 1.9 | 0.0 |
| La Crosse | 10 | 2.0 | 0.0 |
| St. Louis | 30 | 3.8 | —0.2 |

*Rise. —Fall.

River forecast till 8 p. m. Saturday: The Mississippi will remain stationary, or rise slightly, in the vicinity of St. Paul.

## OCEAN LINERS.

New York—Arrived: Germanic, Liverpool.

Liverpool—Arrived: Belgenland, Philadelphia. Sailed: Bovic, New York.

Havre—Arrived: La Bretagne, New York.

Ponta Ferrera—Passed: Aller, New York for Gibraltar, Genoa and Naples.

Lizard—Passed: Koenigin Luise, New York for Southampton and Bremen.

Hamburg—Arrived: Bulgaria, New York; Columbia, New York, via Plymouth and Cherbourg.

Bremen—Arrived: Lahn, New York.

Cherbourg—Sailed: Auguste Victoria, Hamburg and Southampton for New York.

Suez—Arrived: Ching Wo, Tacoma, via Hiogo, Manila, etc., for London.

Queenstown—Arrived: Lucania, New York for Liverpool. Sailed: New England (from Liverpool), Boston.

Moville—Sailed: City of Rome (from Glasgow), New York; Corinthian (from Liverpool), Montreal.

Halifax—Arrived: Corean, Glasgow and Liverpool, via St. Johns, N. F., for Philadelphia.

## AT THE HOTELS.

At the Merchants—W. P. Massuire, Dickinson, N. D.; R. M. Lewis, Hartonville, Wis.; Ross W. Comb, Bullion, Wis.; A. F. Austinson, Dennison; Frank White, Bismarck, N. D.; J. H. Rose, Fargo; W. S. McClure, Sidney, Ohio; J. M. Underwood, Lake City; E. M. Shupe, Duluth; C. B. Buckman, La Crosse, Wis.; Dan Sullivan, Shelby, Mont.; Charles R. Culp and son, St. James; A. G. Briggs, Tomah, Wis.; Nina B. Wilson and Myra Heffelfinger, Grundy Center; J. M. Lead, Ellsworth, Wis.; J. P. Clark, Eagle Grove, Iowa; R. S. Hamilton, Helena, Mont.; Mrs. B. O. Pittinger and daughter, Onalaska, Wis.; D. M. Hoffman and family, Tacoma, Wash.

At the Aberdeen—Alfred J. McGrath, New York; Ward Ames, Duluth; H. L. Moore, Minneapolis; Mr. and Mrs. Edmund Wetmore, New York; the Misses Dodwell, Tacoma; A. Stewart, Tacoma; Grant Van Sant, Winona.

At the Clarendon—Jessie Burgster, Jamestown, N. D.; W. R. Ranson, Willmar; George G. O'Neill, Le Roy; Mrs. S. L. Jones, Le Roy; P. Savage and wife, Fort Benton; M. A. Thomas, Neche, N. D.; E. O. Fletcher, Staples.

At the Ryan—P. M. Arthur, Cleveland, Ohio; C. W. Jones, Grand Rapids, Mich.; Mrs. Marcus Daly and daughter, Anaconda, Mont.; Walter Voight, Canton, Ohio; O. L. Parmenter, Racine, Wis.; George Goodhue, C. I. Williams, J. V. B. Scarborough, R. R. Dickey Jr., Howard Williams and O. B. Broure, Dayton, Ohio; James A. Brown, Fergus Falls; A. Bouehl, Toledo, Ohio; J. B. Long, Great Falls, Mont.; F. E. Young, Cleveland, Ohio; B. C. Faber, Keokuk, Iowa; Miss Helen A. Wilson, Portland, Or.; Mrs. George H. Walker and child, Seattle, Washington; Mrs. H. S. Ceperley, Vancouver, B. C.

At the Windsor—H. G. Bernard, Cass Lake, M. N. Wegg, Galesburg, Ill.; E. F. Burg, Duluth; F. J. Heller, Spokane, Wash.; J. S. Ross, St. Joseph, Mo.; Mrs. M. V. Stoat, Clear Lake, Wis.

At the Metropolitan—Elmer Nelson, Elmore; I. L. Smith, Lexington, Ill.; R. B. Mullen, Winona, Minn.; Arthur G. Hall, Casselton, N. D.; William A. McAllister, Jamestown, N. D.

At Hotel Foley—George D. Horton and wife, Nassua, Iowa; Annie Hunson, Nassua, Iowa; J. W. Hunt, Pine City, Iowa; S. E. Wightman, Watertown, S. D.; George R. Haney, Dubuque; W. R. K. Jabuson, Spring Valley; G. A. Manting, Stevens' Point; John Oldfield, Grand Rapids.

WELL, HE OUGHT TO KNOW.

William Jennings Bryan Says: "Abuse does not hurt the man or party made the subject of the attack."

## TURNED BOTTOM UP

ENTIRE TRAIN ON WABASH ROAD, EXCEPT THE ENGINE, IS BADLY WRECKED

GOES DOWN AN EMBANKMENT

Not a Passenger Is Killed Outright, Though Three Persons Receive Probably Fatal Injuries.

OMAHA, Neb., Sept. 27.—The through passenger train from St. Louis to Omaha on the Wabash was wrecked today seven miles from Council Bluffs. The entire train, consisting of mail and baggage cars, two day coaches and a chair car and a Pullman, rolled down an eighteen-foot embankment and turned bottom side up, the engine alone remaining on the track. The engine stopped with the forward trucks on the edge of the bridge over Indian creek. The train carried nearly 100 passengers, and it seems almost a miracle that none was killed. Three were perhaps fatally injured, sixteen seriously hurt and a score of others received minor bruises. The badly hurt are:

Conductor Arthur F. Wilson, Council Bluffs, side and hand badly crushed, and internal injuries, left at farm house.

Infant daughter of A. H. Wilson, Tekamah, Neb., head badly crushed; will probably die.

Mrs. George Rue, Silver City, Iowa, several ribs broken, hip crushed, and internal injuries; left at farm house.

Those less seriously injured are:

George Kammerer, Dodge, Neb., knee hurt.

Mrs. George Kammerer, Dodge, Neb., hurt about head and elbow.

Two Kammerer children, slightly bruised.

Mrs. F. S. Mattox, Cincinnati, Ohio, hip injured.

Mrs. W. A. Dalston, Fullerton, Neb., hurt about head.

Frank Smith, Council Bluffs, express messenger, left arm crushed.

William Judd, chief mail clerk, Malvern, Iowa, ankle sprained.

A. H. Wilson, Tekamah, Neb., left leg bruised and right shoulder dislocated.

Mrs. A. H. Wilson, hurt about chest.

Miss Carrie Kirn, bruised hip.

R. H. Harris, St. Louis, Pullman porter, left leg injured.

R. A. Addick, Imogen, Iowa, severe scalp wound.

F. M. Secrest, Eldorado, Kan., cut by flying glass.

C. W. Salter, Eldorado, Kan., hip crushed, back hurt.

Mrs Hand, Shenandoah, Iowa, seriously, internal; taken back to her home.

Mr. Addick received scalp wound which required several stitches, and had a narrow escape from death. A score of others were more or less injured, some having gashes caused by glass and broken seats. Some were taken to hospitals and others to the Kiel hotel, in Council Bluffs, and a number was brought to this city this evening.

A wrecking and relief train with physicians was sent to the scene of the wreck at noon. The badly injured were taken to a farm house until relief could arrive.

The wrecked train was in charge of Engineer William Rogerson, and the passengers say it was running about thirty miles an hour when the accident occurred. The engineer says that just after the train left Mineola, and as they were nearing what is known as Madman's Crossing, the engine left the track, but again gained the rails, although the tender went down the bank with the remainder of the train. The case of the wreck is thought to be due to spreading of rails on the curve where it occurred. The track is badly blocked, and it becomes necessary for the road to run its trains over the Burlington between Malvern, Iowa, and Omaha.

## GLASSWORKERS MIGRATE.

Attracted to the United States by Promise of Higher Wages.

WASHINGTON, Sept. 27.—The Belgian authorities are doing their utmost to protect the glassworking industry of that country and discouraging glass workers from going to other countries. United States Consul Roosevelt at Brussels reports to the state department the recent departure of 240 glass workers from Charleroi, Jumet, Lodelinsart and Courcelles, Belgium, for Muncia, Ind. He says the Belgian Glass union did all in its power to dissuade the men from expatriating themselves. Consul Roosevelt says that all the workmen in the Muncie party are men who had returned to Belgium with the hope of never again leaving it. The prospect, however, of finding work in the United States at more remuherative wages than are paid in Belgium overcame all other considerations.

## SLEW ALL HER BABES

FRIGHTFUL DEED DONE BY AN INSANE WOMAN AT LITTLE YORK, OHIO

ENDED IT ALL BY SUICIDE

Neighboring Farmer Endeavors to Draw Water From the Well and Finds It Full of Dead Bodies.

CLEVELAND, Ohio, Sept. 27.—At Little York, a station on the line of the Akron, Bedford & Cleveland railway line, fifteen miles from here, Mrs. Perry Curtis, wife of a farmer, today drowned her four small children in a well and committed suicide by jumping in the well.

Her husband was in Cleveland and knew nothing of the tragedy until he read an account of it in the newspapers.

Following are the names and ages of the dead:

MRS. PERRY CURTIS, thirty-eight years.

ROSA CURTIS, two years.

ANNA CURTIS, four years.

HARRY CURTIS, five years.

HAROLD SCUDER, nine years.

The latter was Mrs. Curtis' stepson.

Mrs. Curtis was released from Massillon insane asylum recently as cured, and it is thought that it was while suffering a relapse that she committed the deed. Eugene Roberts, a neighbor of the Curtis family, discovered the insane mother's crime, when he attempted to draw some water from the well, and to his horror found it literally filled with dead bodies.

The bodies were removed from the well as soon as possible and viewed by the county coroner. The body of Harold, the oldest boy, was terribly bruised. He had evidently made a desperate struggle to save himself. It is believed he was dead before being thrown into the well.

## BATTLE WITH BANDITS

FIVE ROBBERS KILLED IN ATTACK ON MEXICAN HACIENDA.

PUEBLA, Mexico, Sept. 27.—Brigands obtained entrance to the hacienda de la Joya, in this state, taking advantage of the hour when the workmen reported at the office of the hacienda. One of the robbers shot Senor Lastiri, owner of the place, the bullet entering the abdomen. Lastiri fired his revolver at the bandits, and killed his assailant. Lastiri was then wounded by a machete, but continued firing his pistol with his left hand, when his son came to the rescue and opened fire on the robbers, killing four of them. Then the band, seeing that their attempted robbery was likely to cost them dear, fled. The man who guided the robbers to the hacienda, which is surrounded by wooded hills, has been arrested. He says the robbers expected to secure a large amount of money which Lastiri had just received from the sale of cattle and grain.

Mounted gendarmes are scouring in all directions, and it is expected the entire band will be captured or shot.

## VACATION DAYS ARE OVER.

Big Universities Take Up Work for Term of 1901, 1902.

NEW HAVEN, Conn., Sept. 27.—Yale university has commenced its 200th year. Its bi-centennial celebration will be held next month.

There are many changes in the professorships. Prof. George T. Ladd withdraws as head of the psychological department to instruct graduate students. Prof. Frank K. Sanders is transferred from the Woolsey professorship of Biblical literature to a professorship in the divinity school. Prof. Frederick M. Warren, of Adelbert college, will fill the place of Prof. Luquiens as professor of modern languages. Prof. Williston Walker is appointed to the chair of ecclesiastical history, to succeed Prof. George F. Fisher.

The new university dining hall, accommodating 1,200 students, already has been opened.

Although no accurate statement of the number of students can be made yet, it is estimated that there is an increase of about 8 per cent from last year in the academic and scientific departments.

CAMBRIDGE, Mass., Sept. 27.—Harvard college has opened for the year 1901-02, and the entering freshman class is the largest in the university's history.

## THIRTEEN DROWNED

PROSPECTORS IN PRESIDIO COUNTY, TEX., OVERWHELMED BY SOLID WALL OF WATER

WERE CAMPED IN A RAVINE

Cloudburst Up the Valley Sends Down a Roaring Flood of Water Twenty Feet Deep on the Sleeping Men.

SAN ANTONIO, Texas, Sept. 27.—News has just been received of a terrible disaster that occurred in Presidio county, near the Rio Grande river, on the 25th inst., thirteen men who were prospecting for cinnabar losing their lives in a flood caused by a cloudburst.

The dead are:

WILLAM BOLIS.
GEORGE HOLTON.
HENRY CARTER.
HERNANDEZ COSTELLO.
PHILIP HUMPHRIES.
PETER SHAFFER.
ALFREDO MONTEZ.
ALFRAM JEFFERSON.
THOMAS FREZZEL.
ALGERNON RHEA.
CASPER DEUTSCHMAN.
GEORGE AINCH.
RABIEL CARR.

The men were in two parties, camped one mile apart in a dry ravine, known as Almiento creek, in which there had been no water for fifteen months on account of drought.

The men were asleep at 9 o'clock, when there was a cloudburst several miles up the ravine. The volume of water, twenty feet high, washed down the channel of the ravine and swept over the men in the two camps before they were aware of their danger. All were drowned, and up to this time only six bodies have been recovered. The Almiento empties into the Rio Grande not far from where the fatality occurred, and it is more than probable that the other seven bodies have been swept into that stream.

## WAR AGAINST COLOMBIA

STATED THAT IT WILL BE DECLARED BY PRESIDENT CASTRO.

WILLEMSTAD, Island of Curacoa, Sept. 27 (via Haytien cable).—It is again asserted in well informed circles at Caracas that President Castro will declare war on Colombia at the end of the month. The Venezuelan government is without financial resources, and will shortly use the method of South American dictatorship, and proceed to raise funds by force. Lack of confidence in the government is manifested everywhere in Venezuela.

MOBILE, Ala., Sept. 27.—Capt. Torrestadt, of the steamer Banes, from Bocas del Toro, reports that the battle fought on Sept. 12 and 13 is claimed by the Colombian troops, but the loss is heavy on both sides. When the Banes left there were not more than twenty-five men of the government troops in Bocas. About 200 insurgents were outside the place, but making no serious demonstration. From another source it is learned that the insurgents get their supplies from Chinese merchants. Foreign firms experience trouble in getting messages to and from their agents, some of the latter being in prison charged with aiding the insurgents.

## AUTOS FOR FLOUR CITY

POSTOFFICE DEPARTMENT WILL MAKE EXPERIMENTAL TEST.

WASHINGTON, Sept. 27.—The first call for bids which directly contemplate the use of motor vehicles in the postal service, except for collection, is made in an order of the postoffice department today, asking for bids to be opened here Oct. 12, for furnishing five motor vehicles for service at Minneapolis, Minn. The vehicles are to be of not less than 1,000 pounds each. The service is to be from January 1, 1902, to June 30, 1902, with a running time not exceeding sixteen hours each day for each vehicle. This will supplant wagons, messengers and electric cars in carrying the mails in the area covered, and is in the nature of an experiment as to the feasibility of such service generally.

## SAMPSON IS RULED OUT

His Request to Be Represented by Counsel Before the Schley Court is Refused.

Day's Testimony, as Heretofore, Was Strongly Against Rear Admiral Schley.

WASHINGTON, Sept. 27.—In the Schley court of inquiry today a letter was presented from Rear Admiral Sampson asking to be allowed to be represented in the court by counsel, but the court refused to grant the request on the ground that "the court does not at this time regard you as a party to the case."

The principal witnesses of the day were Lieut. John Hood, who commanded the dispatch boat The Hawk, during the Spanish war, and Capt. Bowman H. McCalla, who was in command of the Marblehead. The testimony of both these officers dealt with the delivery of dispatches from Admiral Sampson to Commodore Schley and both related conversations with the latter. Capt. McCalla gave in detail his part in arranging a code of signals with the Cuban insurgents, and his communications with them near Cienfuegos on May 24, 1898, when it was learned definitely that Cervera's fleet was not in the harbor there. He said that Capt. Chadwick, who was Admiral Sampson's chief of staff, was the only person at Key West to whom he had communicated the signal code.

Capt. McCalla expressed the opinion that coaling was feasible off Santiago at the time Schley began his retrograde movement.

PROMPT TO THE HOUR.

As usual, Admiral Dewey lost no time today in bringing the Schley court of inquiry to order, and as usual the counsel on both sides of the case were in their seats and prepared to proceed promptly with the business before the court. Indeed Capt. Lemly and Mr. Hanna, the navy department's representatives, had been in the court room for an hour or more preparing the details for the day's work. They consider the present stage of the proceedings an important one, requiring the most careful attention. Capt. Lemly says he will be able to conclude the government side of the case by the close of next week if no unforeseen contingency arises to cause delay. He says he will have about fifteen or twenty more witnesses to introduce.

One of the most regular attendants upon the court is William H. Stayton, the attorney who is understood to be prepared to represent other naval officers than Admiral Schley. He sits outside the rail and does not in any way participate in the proceedings. He said yesterday that so long as Admiral Sampson is kept out of the case he will have nothing to say.

Today's session began with the recall of Capt. Wise to make verbal changes in the official copy of his testimony. He altered his previous statement concerning the order of the navy department of May 20, 1898, in which he was directed to "inform every vessel off Santiago that the flying squadron is off Cienfuegos," saying that he desired to correct his response to the court's question as to why this order was not carried out, by stating that it had been carried out.

"The flying squadron was ordered to proceed with all possible dispatch," he said, and added "I did not desire to inform the commodore of the flying squadron of his own movements. The order was to inform commanders of the movements of the flying squadron."

The court then asked: "Did you direct Capt. Sigsbee to give Commodore Schley the information contained in the dispatch from the navy department regarding the whereabouts of the Spanish fleet?"

"I did not."

HARBER'S TESTIMONY IMPEACHED.

Lieut. Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish war, was then called and continued his testimony, begun yesterday. Mr. Rayner resumed his cross-examination. The witness said that while off Cienfuegos he had been on picket duty two miles from shore on the night of May 22 and had been instructed to signal the squadron with two red lights in case the enemy's torpedo boats came out of the harbor.

Mr. Rayner then read from the testimony of Capt. Harber, of the Texas, saying that there had been no picket vessels within the line of the fleet off Cienfuegos. The witness said that the statement was wrong.

Capt. Lemly said Capt. Harber had testified that there were no pickets, "so far as he could recall," to which Mr. Rayner responded: "We are not impeaching Capt. Harber's veracity. We are impeaching his recollection, not his integrity."

Mr. Rayner—Capt. Harber has stated that there were no picket boats at Cienfuegos. He was wrong, was he not?

"He was," replied the witness. As I have seen since, the commander-in-chief also reported the Dupont was not there. I have written the department I was there. Other people forgot about it, too."

"You are trying now to justify Capt. Harber's want of recollection by stating that the commander-in-chief wrote a letter that there were no picket boats there."

"He did not mention their presence, and I corrected it."

"Do you recollect any statement made by the commander-in-chief when he had a picket boat within the picket line that he had arranged a signal from the picket boat to the flagship."

OMISSION IN REPORT.

"He did not mention any, and I have a letter on file in the department calling attention to the omission in that report."

"I call your attention to the report of the commander-in-chief, in which he states, 'the line of blockade,' etc.

"I wish to bring it out that the Dupont was inside the line and that was the report I made to the department. I still stand on the point that he is not bringing out where the torpedo boat was."

"You are perfectly right about that, but you are not asked in reference to any criticism you may have made upon the report of the commander-in-chief. The question is this: Capt. Harber has definitely stated that there was no picket boat inside the line at Cienfuegos. You say there was and that the Dupont was one of those boats."

"I was inside the line, inside the Castine," said Lieut. Woods.

By the Court—Could you see the Texas from the Dupont during the nights of May 22 and May 23?

"No, sir."

Mr. Hanna objected to Mr. Rayner's methods of questioning, especially to his characterization of Capt. Harber's testimony as wrong, when Capt. Harber has said distinctly that he only spoke from his best recollection.

"This," he said, is an indirect impeachment of the witness."

Mr. Rayner again insisted that he had only intended to bring out the facts.

Mr. Hanna asked what steps had been taken while the flying squadron was off Cienfuegos to ascertain if the Spanish fleet was inside the harbor there.

SQUADRON DID NOTHING.

"None that I know of."

"Was there any effort to destroy the shore batteries there?"

The witness replied that he knew of none. He said, replying to another question by Mr. Rayner, that vessels in the inside harbor could not have been discerned from the outside.

Lieut. Wood was then excused, and as he was leaving the room Mr. Hanna took occasion to say:

"I will make an announcement while we are waiting. There has been introduced before the court the question of the correctness or the identity of a certain very important dispatch sent by the Harvard, May 27, from off Santiago, by the commanding officer of the flying squadron. It appears in the process of translation from the commander-in-chief to the department, some changes in the language of that dispatch occurred. I do not desire at this moment to interrupt the proceedings by the discussion of that point, but I shall merely make the announcement here that we intend to inquire into that matter very fully and completely, as the court may desire, before we leave it."

Lieut John Hood, who during the war commanded the Hawk, was the next witness. He said that on May 23 he had delivered dispatches from Admiral Sampson to Admiral Schley, when the latter was off Cienfuegos. He related that he had been called aboard the New York, Admiral Sampson's flagship, on May 21, when the officers on board were given dispatches. He spoke of the presence of Admiral Sampson. Mr. Rayner objected to the introduction of conversation or verbal orders, saying that the orders would speak for themselves and must necessarily supersede any verbal instructions.

TIFF BETWEEN COUNSEL.

The question was argued at some length by Mr. Rayner and Capt. Lemly. In closing his response, the judge advocate said:

"An objection of this character is almost equivalent to withdrawing the request for an investigation. He has asked to have the judgment of his brother officers in this matter. Let us have it and don't put technical obstacles in the way of having the investigation."

Mr. Rayner responded briefly:

"I only desire to state that while this is our investigation, these are your specifications under the precept. We asked for this investigation, and instead of letting us give the precept under which we would like to have the inquiry take place, you form a precept of your own. Here is an applicant who asks for a court of inquiry under specifications framed by others and not by himself."

The court retired to consider the objection, remaining out longer than on any previous occasion. Admiral Dewey read the court's decision as follows:

"The court sustains the objection of counsel so far as it relates to conversations that took place on board the New York, but this rule does not apply to any verbal orders which the commander-in-chief directed witness to convey to Commodore Schley."

Replying to a question put in accordance with this decision, witness said that his instructions were contained in the memorandum handed him to be delivered to Admiral Schley, which was read to him.

ORDER DELIVERED MAY 23.

The witness then read dispatch No. 8 from Sampson to Schley on May 21, telling the latter that the Spanish fleet was probably at Santiago. He also read the Brooklyn's receipt memorandum, showing that this dispatch as well as the accompanying memorandum had been received at 8:15 a. m., May 23. The witness identified these as the orders he had carried. He also said that he had carried two other envelopes, one containing orders from the department and the other a memorandum which had not been read to him.

He said he had arrived off Cienfuegos at 7 a. m., May 23, and had gone aboard the Brooklyn for the purpose of delivering the dispatches.

In response to a request from the judge advocate, Lieut. Hood related the conversation he had had with Admiral Schley after delivering the orders, saying that he (the witness) had told the admiral that it was Admiral Sampson's wish that the flying squadron should proceed immediately to Santiago, as his information was very positive. His statement was as follows:

"Commodore Schley read the dispatches and then turning to me said: 'Captain, Admiral Sampson wishes me to go to Santiago. I cannot do it.' I told Commodore Schley that the admiral certainly expected the squadron to leave the instant I arrived. Commodore Schley said in nearly these words:

SCHLEY REFUSES TO OBEY.

"I am not at all satisfied that the Spaniards are not here in Cienfuegos. Besides, my ships all want coal;" that the Massachusetts, Texas and Brooklyn wanted so many tons of coal, and that the day before Capt. Sampson had sent him down the Iowa with only half her coal supply, so that she could not go anywhere; that it was useless to send ships down there only half filled with coal. I told Commodore Schley that I had passed a collier convoyed by a gunboat only a little before daylight that morning, and that it would certainly be there with at least 4,000 to 5,000 tons of coal within two or three hours. He referred again to his belief of the Spaniards being in Cienfuegos and stated that he had heard some firing about forty miles from port, which he took to be a welcome to the Spanish squadron; he had also seen some smoke which he conceived to be the Spanish squadron and he believed they

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