GOVERNOR YATES

Endorsement of Paine's Celery Compound.

Attracts the Attention of Medical Journals.

Thousands of Such Cases—Mr. Storms' Letter.

A medical journal, says a writer in the Boston Traveler, has the names and addresses and full histories of hundreds of cases of chronic and acute rheumatism that have been permanently cured by the wonderful remedy which has recently been attracting wide attention since Governor Yates, of Illinois, publicly indorsed it.

Nothing else has ever been known to cure like obstinate cases. When all others have failed this marvelous remedy for blood and nerves has made sick people well.

Paine's celery compound corrects unhealthy nerve action and feeds the nerve centers with the elements needed to build them up again into healthy tissues. It cleanses the blood of every trace of poisonous humor and encourages a rapid growth of the red corpuscles upon which the vigor of the entire body depends.

Its action is perfectly intelligible to every able physician.

Diseases of the nervous system do not come without warning. Rheumatism, dyspepsia, insomnia, and diseases of the liver and kidneys are but loud cries for a prompt increase of nourishment for the brain and nerve centers. Paine's celery compound feeds these vital parts,

A WESTERN CATTLE KING.

and it is upon its marvelous power of nourishing all the nerve tissues and purifying the blood that its remarkable cures depend.

Weariness, lack of energy, and despondency are more a matter of nerves and brain than of the muscles. At this season of the year when thousands of over-working people are entering upon the drudgery that will have no cessation for nearly a year to come, many are already showing the symptoms that sooner or later result from hurry, care, anxiety, and haste without the amount of rest and recreation that nature intended.

Thousands of tired mothers, school teachers, and too ambitious scholars will reveal the strain before the winter is over.

It is high time for all to strike at the root of the trouble. Begin the work of recuperation and cure at the earliest moment.

All who try it will find strength and freedom from disease in Paine's celery compound, which corrects unhealthy nerve action, and supplies the veins with pure, more abundant, more vigorous blood. Paine's celery compound is almost universally prescribed by physicians—who differ on many other things, but who estimate at its proper worth this greatest of all remedies for the prevention and cure of disease. It is no exaggeration to say that every week brings hundreds of letters from those who have used Paine's celery compound and have been benefited by it. Above is the picture of Representative G. H. Storms, one of the cattle kings of Kansas, who says: "I regard Paine's celery compound as the most beneficial and valuable of remedies, especially during the fall months." He writes as have many thousands of others of the good the remedy has done in his own case. Let the reader try it and prove for himself the abundant truth of all that has been said.

It is not what Paine's celery compound says, but what it does, that tells the story of its world-wide fame.

Valuable Law Book.

SIOUX FALLS, S. D., Oct. 14.—Bailey & Voorhees, attorneys of this city, are the owners of a law book which is probably the most interesting and valuable book in the state. It was once the property of Daniel Webster, and contains his autograph in two places. Webster purchased the book while in London, and at the time collected some leaves, placing them in the book to be pressed. They are there yet. After the death of Webster the book was purchased by a collector, who accidentally sent it to a secondhand dealer with a lot of rubbish. It was finally offered for sale in Chicago, where the father of Mr. Bailey purchased it for $2.50. He was offered $50 for the book before he left the store. The present owners have been offered large sums for it, but it is not for sale. It is highly prized by them, and for safekeeping is kept in a vault.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

$17.50 to Buffalo and Return

On Monday's Wednesdays and Fridays during October the Wisconsin Central railway will sell excursion tickets to the Exposition at $17.50 for the round trip. City Ticket office, 373 Robert street, St. Paul.

"Let the GOLD DUST twins do your work."

Instead of soap use
GOLD DUST
for any kind of cleaning. It is much better, cheaper and more convenient.
THE N. K. FAIRBANK COMPANY, Chicago.

CALENDAR IS LONG

UNITED STATES CIRCUIT COURT AT SIOUX FALLS HAS ENOUGH TO DO

SEVERAL IMPORTANT CASES

Sioux Indian to Be Tried for Murder—Saloonkeeper Charged With Attempting to Bribe Officer.

SIOUX FALLS, S. D., Oct. 14.—The regular October term of the United States court, which convenes in this city tomorrow, promises to be the busiest for some time. There are a number of important cases to be disposed of.

Among them is that of Red Ears, a Sioux Indian, who is charged with the murder of an Indian child, of which he is alleged to have been the father. He was tried at a prior term of the federal court, but the jury disagreed after being out some time. Red Ears is the Indian who escaped from the county jail in this city and was afterwards recaptured by Indian police on the Rosebud reservation.

John P. Gorman, a Sisseton saloonkeeper, has a serious charge against him, that of attempting to bribe Burdett C. Thayer, a special agent of the general land office at Washington. Gorman is alleged to have acted as a go-between for a friend, who was interested in a report to be made by the special agent in reference to a quarter section of land in the Watertown land district.

John Hayes and Fred K. Moore, both of whom have served terms in the Sioux Falls penitentiary for similar offenses, will have to run the gauntlet of the federal grand jury on the charge of having, on the night of Sept. 20 last, robbed the postoffice at Henry.

Seeing Stone, a Sioux Indian, living on the Crow Creek reservation, is charged with criminal assault upon a young Indian girl named Susie Bold. It is said the girl was under the influence of alcohol, which it is alleged was given to her by the wife of her assailant, who may also be tried for complicity in the crime. The penalty for criminal assault committed on an Indian reservation is death. In addition to the above, there are the usual number of minor criminal cases.

The most important civil suit is that of Mrs. Eva L. Briggs, of Huron, who claims damages to the amount of $30,000 against the Chicago & North-Western Railroad company for the death of her husband, George Briggs. Briggs was fireman on a passenger train in July, 1900, and when near Bramhall the locomotive struck a number of cattle which were walking on the track. The collision resulted in the overturning of the engine and the death of the fireman.

FARMERS ARE DISCOURAGED.

Continued Wet Weather Causes Them Considerable Loss.

GRAND FORKS, N. D., Oct. 14.—(Special.)—The wet weather of the past two or three weeks has had a depressing influence on the farmers of this state, as it has entailed considerable loss on them. The crop of straw was so great that more labor than usual was required to take care of it, and every day of wet weather meant the loss of either grain or grade. The acreage under cultivation has increased so rapidly during the past few years that machine manufacturers have been unable to keep up with it, and particularly in the northern part of the state there has been complaint all this season that there were not enough threshing machines to take care of the crop.

It is likely that there would have been little if any loss if the weather had remained good, as the threshing has been completed in the southern part of the state for some time, and machine men were preparing to move their outfits north to the sections where there was need for them. The newspapers all over the northern counties have sent out appeals for help, and until the setting in of the rains things were moving along in a very satisfactory manner. Then the rains came, and they have continued with little interruption until the present time.

Owners of machines have been unable to make much profit this year, even in good weather, owing to the fact that there was so much straw to handle, and when there seemed to be a likelihood that the weather was to be bad, they pulled in their machines and quit. At this season it is difficult, too, to keep men, as work in the fields is disagreeable, and in showery weather there is so much broken time that there is no profit for the laborer. Consequently the east-bound trains for some time have been loaded with men going to their homes in the East, or to the lumber camps, which are now opening up. There is need for more men in the state than there has been at an time this year, and probably 60 per cent of the laborers have left the state. The wheat is nearly all threshed, but there are many thousands of acres of flax lying on the ground, soaking wet. The days are so short and so cool now that even with the best weather it will be a long time before this grain is fit to thresh. It is more than likely that much of this grain will be snowed in, and the farmers will be unable to thresh it until spring. The seed will stand a good deal of soaking without spoiling, but it will be greatly damaged.

IN FEDERAL DISTRICT COURT.

Iron Belt Mining Company Wins Suit Against Duluth Company.

DULUTH, Minn., Oct. 14.—(Special.)—A verdict for $12,200 was awarded the Iron Belt Mining company in its suit against the Duluth Furnace company in the United States court today. The cause of the action was a contract alleged to have been made between the two parties for 20,000 tons of ore, which the Iron Belt Mining company was to deliver to the Duluth firm at $2.84 a ton. The latter, however, failed to take the ore and claimed that according to the terms of the contract, which was verbal, it could countermand the order. The belt company then sold the ore for $2.16 a ton and brought suit against the other party for the difference between that figure and $2.84, amounting to $13,600. The jury returned a verdict within half an hour. This closed the session of court and the officials returned to the Twin Cities.

Stillwater News.

Frank A. Perkinson and Walter C. Phipps, who were sent to the prison in this city May 18, 1901, from the Fifth United States district, at Duluth, to serve one year each and pay a fine of $100 each for perjury, have been pardoned by President Roosevelt, and pardons were received at the prison yesterday.

James McGrath's drive of Snake river logs has reached the flowage of Nevers dam and will come through the boom this season.

Mrs. Oliver Kenyon, of Oneka township, was kicked in the face by a horse Saturday night and severely bruised. No bones were broken, but her face is badly swollen and discolored.

A large number of prisoners have been received at the prison, among them Ira Bartlett, United States prisoner from Duluth to serve one year for perjury; George Williamson, Dodge county, three years for grand larceny; E. H. Ferguson, Carver county, eight months for forgery; William Vine, Hennepin county, seven years and six months for forgery; Andrew P. Hagen, St. Louis county, eight years for attempted rape; Fred Hanson, St. Louis county, one year and six months for grand larceny.

Henry White, familiarly known as Bob White, is locked up on the serious charge of assault with attempt to kill. During the street fair, it is claimed, he entered Adolph Kennemann's saloon and struck Kennemann with a bottle. He disappeared soon afterward and was arrested here on the arrival of the steamer Ravenna, on which boat he had been employed. White will have a preliminary hearing in the municipal court this morning.

The Ben Hershey left yesterday with a tow of logs for the Hershey Lumber company, Muscatine, and the Ravenna left with a raft of logs for Zimmerman & Ives, Guttenburg, the raft to be tied up for the winter in Lansing bay.

VIN MARIANI

World Famous Mariani Tonic
Its great superiority readily verified by a personal test.
All Druggists. Refuse Substitutes.

NO USE FOR ANARCHY

CITIZENS OF CANNON FALLS WANT REDS BARRED FROM AMERICA

RINGING RESOLUTIONS DRAWN

Demand That Legislation Be Enacted That Will Make Assassination of Presidents in Future an Impossibility.

CANNON FALLS, Minn., Oct. 14.—(Special.)—Immediately after the death of President McKinley a meeting of the citizens of this place was held for the purpose of taking appropriate action. Memorial services were held upon the day of the funeral, at which resolutions were adopted in relation to his life and services. A committee was appointed to draw up resolutions in regard to the crime, to be submitted at a mass meeting to be held Oct. 14. At a well attended meeting tonight the committee reported the following resolutions, which were unanimously adopted:

Whereas, A great crime has been committed against the peace and dignity of the United States in the assassination of President William McKinley, and

Whereas, This crime affects every citizen of the republic, the people of Cannon Falls, Minn., have assembled in mass meeting for the purpose of unitedly expressing their horror of the crime and to assist in creating public sentiment against the doctrine of anarchy or the teaching that there ever can be any excuse for a resort to assassination or force in a self-governing republic.

A republic, or government of the people, is founded on law; we are governed by statutes and not by personal will; consequently, it follows that the stability of the republic is secured in proportion to the respect which the people have for the laws which they themselves have enacted.

It therefore behooves every loyal American citizen to be a stern and just upholder of the law and to demand that the law in its form and spirit shall be enforced in all cases, and that there shall not be any resort to lynch law, so-called, which we condemn as subversive of all social law and order.

Whereas, The crime was committed against the president of the United States in his official capacity, we believe that the time has come for the enactment of extraordinary measures for the prevention of such crimes in the future, in order that the chief executive of this nation may be secure in his person, and this country may not again be disgraced by such crimes. Therefore, be it

Resolved, That we urge upon our senators and representatives in congress to use their best endeavors for the enactment of such laws as shall prohibit the landing of any anarchist on our shores.

Also for the enactment of such laws as shall punish by fine or imprisonment any person convicted of advising the assassination of the president of the United States, or the chief executive or ruler of any foreign country, by any person in any place or public meeting or in any newspaper, book, pamphlet, handbill or by any other publication.

Resolved, That any person in the United States and not a citizen thereof who has publicly declared himself to be an anarchist in favor of the removal of the executives of the law by force or assassination, or proven by witnesses to have expressed himself as favorable to such doctrine, shall, upon conviction, be deported to the country whence he came.

Resolved, That a copy of these resolutions be sent to each of the United States senators for Minnesota and to the congressman for the Third congressional district.

L. A. Rosing, S. S. Lewis, H. E. Conley, J. L. Scofield, Mrs. O. E. Falck, P. S. Aslackson, Mrs. H. A. Van Campen, committee.

Fatal Accident at Rochester.

ROCHESTER, Minn., Oct. 14.—(Special.)—Dennis Daly was killed this morning. While excavating for the new opera house a stone wall of the building adjoining toppled over, burying Daly. Three other men escaped unhurt. Daly's leg was broken and he suffered internal injuries. He lived five hours, and was conscious to the end. He leaves a wife and eight children.

Population of La Crosse.

LA CROSSE, Wis., Oct. 14.—Special.)—L. P. Philippi, a directory publisher, who has just completed a thorough canvass of the city, announces that the population of La Crosse is over 31,000, and that the census report, in which the city was given 28,000, is wrong. This again puts La Crosse near the second city mark—Superior's count being less than 100 above that of La Crosse.

The Duty of Mothers.

What suffering frequently results from a mother's ignorance; or more frequently from a mother's neglect to properly instruct her daughter!

Tradition says "woman must suffer," and young women are so taught. There is a little truth and a great deal of exaggeration in this. If a young woman suffers severely she needs treatment, and her mother should see that she gets it.

Many mothers hesitate to take their daughters to a physician for examination: but no mother need hesitate to write freely about her daughter or herself to Mrs. Pinkham's Laboratory at Lynn, Mass., and secure from a woman the most efficient advice without charge.

Mrs. August Pfalzgraf, of South Byron, Wis., mother of the young lady whose portrait we here publish, wrote in January, 1899, saying her daughter had suffered for two years with irregular menstruation—had headache all the time, and pain in her side, feet swelled, and was generally miserable. She received an answer promptly with advice, and under date of March, 1899, the mother writes again that Lydia E. Pinkham's Vegetable Compound cured her daughter of all pains and irregularity.

Nothing in the world equals Lydia E. Pinkham's great medicine for regulating woman's peculiar monthly troubles.

"BRAVE AND PATRIOTIC"

Continued From First Page.

been, "although," he said, "there were times when I should have been glad to have more."

Capt. Cook said he recalled the arrival of the dispatch boat Hawk on May 24 with dispatches. He was told that the information was to the effect that the Spanish fleet was at Santiago, "but," he said, "I was not greatly impressed with that fact, as I had heard it before." He was, however, told that this information was more positive than any which had yet been brought. The commodore, he said, had told him that the Hawk had brought orders to the effect that the squadron should proceed to Santiago if he (the commodore) was satisfied that the Spaniards were not at Cienfuegos, but, he said Commodore Schley had said, "I am not satisfied that they are not here. I still believe they are here."

"If satisfied that the Spaniards were at Cienfuegos, why did you leave there?" asked Mr. Hanna.

"Because of McCalla's reports from the insurgents on shore."

"That, then, made it clear that the Spaniards were not there?"

"Entirely."

OFF FOR SANTIAGO.

Describing the departure of the flying squadron for Santiago, witness said that it was made after dark in order to conceal its intentions, and that the lights were darkened for the same purpose. The run on the night of the 24th was, he said, fairly good. The next day the weather was squally and stormy, with a sea which was moderate to rough. On the 26th the weather moderated, but there was "a long and nasty sea," with the ships rolling a good deal. They had been compelled to slow up in order to accommodate the Eagle, the commodore desiring to keep the fleet intact, as it was in column formation.

There was then, he said, considerable talk on the part of the commodore concerning the coal supply, he feeling that if the then present expenditure was to continue, it would not last long. He was still especially concerned about the Texas, and had said to him (Capt. Cook), "We must keep the ships in fighting trim." They had consulted charts and talked over the case, looking for a place fit to coal. Finally, he said, they had hit upon Gonaives bay and had decided to lay a course for that point. "The idea," he said, "was that we should proceed in the direction of Santiago, and that if we found the sea such that we could coal, we would immediately institute the blockade, but, if not practicable to do that, we would proceed to Gonaives bay and ciol there."

"What, if anything, did you say to the commodore after he started toward Santiago?"

"He started as soon as he found the Texas had enough coal. My impression was that he said he would go to Santiago; that if he found it practicable to coal from a collier there he should stay. If they got too short of coal, he would go to Gonaives bay, or try somewhere else."

"What did you say to him?"

"I think I said, 'You decide wisely.'"

"Did you say, 'I congratulate you?'"

"I don't recollect. I may or may not. I think it was a subject of congratulation."

Capt. Cook related the particulars of the meeting with the scout ships off Santiago, and told of Capt. Cotton and Capt. Sigsbee coming on board. Speaking of Capt. Sigsbee's visit, he told of his bringing the pilot Nunez aboard, but Capt. Cook was not at first inspride with confidence in that individual, although afterwards he found he was a reliable man.

THE RETROGRADE MOVE.

Capt. Cook related in some detail the occurrences of May 26, 27 and 28, including the retrograde movent from a position south of Santiago toward Key West, and the return of the fleet to the vicinity of Santiago on the evening of May 28. This period also covered the meeting with the Hafvard and the scout boats St. Paul, Minneapolis and Yale. Referring to the retrograde movement, Capt. Cook said he had not been consulted with reference to it, and, speaking of the visit on board the Brooklyn of Capt. Sigsbee, of the St. Paul, he said that that officer had brought the Cuban pilot, Nunez, aboard. In reply to an inquiry from Commodore Schley as to whether he had information concerning the Spaniards, Nunez had replied that he had been up near the entrance of Santiago harbor and had seen nothing of the Spanish fleet. "I once," he said, "had an impression that he said he knew nothing of the Spanish fleet, but I recollect now, from conversation with him, that that is what he said."

Capt. Cook also related the details of the orders to the Yale, to take the collier Merrimac in tow because the collier was disabled. Coming to the incident of May 27 and the return movement to Santiago, Mr. Hanna asked: "What took place to delay the westerly movement there?"

The witness replied:

"It was the attempt to get the line to the Merrimac. We were waiting for the Yale to take the Merrimac in tow."

Capt. Cook said that he and Admiral Schley watched the weather closely, and on the evening of May 27, the weather having moderated, witness said that he remarked to Commodore Schley he believed they could coal. The commodore, the witness said, evidently thought so himself, and made signals for them to coal.

COALING THE TEXAS.

"You say you told the commodore you believed the Texas could coal?"

"Yes."

"That was when?"

"The weather overhead had been good, as I recollect it, for twenty-four hours. The sea was good and quite moderate, and I knew the commodore wanted to get coal as soon as he could. I spoke to him about it at that time. I think that at that time he had given orders for the Texas and Marblehead to coal. He may have given these to me. At any rate, the signals were made. The Marblehead commenced coaling at once. Signal was made to the Texas. That was the only ship we were particularly anxious about, and I presumed they were watching the weather too, but they did not ask, so the Texas was signaled to coal, and the answer came back that she would try. That is, wig-wag. They did try and succeeded in coaling."

Q. "Referring a moment to this conversation, or report, whatever it was, what were the circumstances? Where were you when you had this conversation, and, as nearly as you can state it, what did you say to Commodore Schley about the coaling conditions?"

"It was a perfectly informal conversation. We several times had talked about it, perhaps on deck and perhaps in his cabin. At this particular time I have reference to, it was along toward evening. We found that the repairs to the collier were such that she could steam with her own power, so there was no difficulty about handling her. The sea was very much smoother, very moderate, and I simply said to him I thought the weather was such I could coal, but he had evidently come to the same conclusion, because he had given the order."

"Was that order to coal the Texas given before or after that conversation?"

"I really cannot say. I would not like to say he was controlled by anything I said, because I know that his anxiety was greater than my own. He had the responsibility and I did not. The only solicitude was about the sponsons of the Texas—whether she would be able to lay alongside the Merrimac. The Merrimac was quiet and able to keep up with such sea as they had and they commenced coaling. They signaled that they were getting coal on board, and conditions changed at once."

"So that when the sea became smooth on the evening of the 27th——"

"I did not say 'smooth.' I said the sea was better. There was always a long swell there."

"This matter of coaling ships at sea is not a very easy matter under any conditions, is it, captain, so far as you know?"

BAD SEA.

"No, I think not. Our experience changed our opinions a good deal, but I must say that in all coaling down there I never did see as bad sea as we had there. We never had anything like it afterwards, according to my recollection—a sea that was so troublesome for a collier to go alongside."

"On what date?"

"The 25th. The 24th I do not think it was practicable to coal. It was a bad day. The next day and up to the 27th there was a bad sea. I think possibly if the Texas had attempted a trial a little before on the 27th she could not have done so."

The witness then, in response to questions, detailed the retrograde movement of the flying squadron toward Key West, beginning May 26. He said his first information that shch a movement was to be undertaken was when he received orders to move. He had, he said, informed Commodore Schley on the evening of the 27th that he thought the sea had become calm enough to coal, and had found that the commodore had also reached the same conclusion.

Replying to questions concerning the blockade of Santiago, Capt. Cook said that Commodore Schley's constant idea was that the vessels should be kept well supplied with coal, and kept moving constantly, as his theory was that the Spanish fleet would come out of the harbor.

"Why was the circular blockade not adopted?" Mr. Hanna asked.

"There are many forms of blockade, and I have nothing but praise for the circular blockade," replied witness, "but the idea was to get the Spaniards to come out and to have our ships moving and ready for action."

"What were your orders or battle from May 19 to June 1?

ALWAYS READY.

"We did not have any. The fleet was always in condition for action."

"Do you call that a battle order?"

"It is possible to have an order for battle if you know just what conditions you are going to meet. The idea with us was to be able to fight the Spanish fleet wherever we should meet it. I think that was understood by all. I certainly understood it."

"If the fleet had come out of the harbor previous to June 1, what would you have done?"

"We would have obeyed the orders of the commanding officers."

"Were the fighting ships always in order for battle?"

"I always supposed they were. The Brooklyn was always in excellent order."

General interest was manifested throughout the court room when Mr. Hanna began his inquiries about the battle of July 3d. He asked:

"Were you on deck when the fleet came out of Santiago harbor on July 3? When were they first sighted?"

The reply was in the negative. Capt. Cook said he had at that time been in the cabin. The first question was:

"How did you first learn the fleet was coming out?"

"I heard the executive officer call out, 'Clear ship for action,' and as I had given directions to have the ship ready for inspection at 9 o'clock unless something happened, I went on deck."

"Had you any intimation the night before that the fleet was coming out?"

"No. I turned in the night before about midnight feeling rather the other way, all hope of their coming out having been given up."

"When you came on deck where were the Spanish vessels?" What were they doing?"

"When I first arrived on the forecastle there were two in sight. The third one was just outside the entrance and the fourth appeared immediately afterward."

CERVERA'S SORTIE.

"What did they do when they first came out? Which way did they head?"

"We were to the westward of the entrance, which to us was about northeast by north. The fleet came out south and turned as they left the entrance to four points southwest, so that they turned in our direction. When I first got on deck the helm had been starboarded, heading a little to the northward. When I saw the fleet were heading southwest and seemed to be coming straight for the interval between the Texas and the Brooklyn, I went in the conning tower and directed the helmsman. I told him what I wanted to do was to keep straight for the fleet. They wavered a little. Sometimes they turned one way and then another. We shifted helm once or twice, but very little indeed, and finally, when we were getting up fairly close, say between 1,500 and 2,000 yards, it seemed to me clear that they wanted to pass between the Texas and the Brooklyn. The Texas was well on our starboard hand and she was headed to the northward and westward. All ships were carrying out the instructions of the commander-in-chief, and that was to head in for the entrance. We were well to the westward and headed to the northeast. When I saw that, I ported the helm perhaps half way over. She was swinging starboard very rapidly. The Spanish fleet was coming straight for this interval. I stepped out of the tower on the port side to get a good look at this fleet, to see just what they were going to do as to our relative positions, and I saw they evidently put helms hard a port and were turning to the westward. We were then turning very rapidly to starboard with port helm, and we had turned, I think, almost to the east. The Texas was well on our starboard side. I then gave the order 'Hard a port' to the helmsman, ran through the opening between the shield and the conning tower to the other side on purpose to see our own fleet and our relative positions. Quicker than I could tell it the commodore called to me, 'Cook, hard a port,' or, "Is your helm a port?' I answered, 'The helm is hard a port, turning as rapidly as possible.' As I watched the Texas the bow of the Brooklyn seemed first to point to her port bow. I never saw the bow of the Texas, and changing her bearing very rapidly, the bow of the Brooklyn passed along the port side of the Texas until there was clear opening between us and the stern of the Texas. We made a complete turn, a very quick turn, with helm hard a port, until we came around and paralled the fleet on the other side. As we paralleled the Spanish fleet the Viscaya—"

Admiral Dewey—May I interrupt? How near did you pass to the Texas?

NO THOUGHT OF COLLISION.

"I never thought of a collision. It never entered my mind. I never for a moment had one idea of a vicissitude in that respect. We passed, I judge, about 400 yards. I had handled the ship under all circumstances, and got so I could judge pretty correctly, and my impression was that we were about the distance we sailed in squadron. But a collision I never thought of. She turned perfectly clear of the Texas, came around, and then we had the Viscaya on our starboard bow and about abeam was the Oqeundo and then the Colon. At the time I thought it was the Teresa, but I soon discovered this vessel was dropping out and heading for the beach. That was about the hottest time of the action. It was a critical time. There was not any time for indiscretion, and I do not think there was any. I have always felt in my mind, in studying the positions, that the chances would have been for a disaster had we shifted helm at such a time. However, we got around, and we had those three vessels. I looked and could see nothing by smoke astern, and vessels seemed enveloped in this smoke. I could not understand it. I could understand exactly how we got there. They were all three firing on the Brooklyn, when, almost immediately, faster than I could tell it, I saw a large white bone in the water, and through the smoke I saw the bow of a vessel. I exclaimed at the time, 'What was that?' The navigator, who was near me, said it was the Massachusetts, or something to that effect. I said she was away, and he then said, 'the Oregon.' I felt perfectly assured from that moment. She came up very rapidly. She was making more speed than we were at that time. She had all boilers on."

"Where was the Oregon with respect to the Brooklyn at that time?"

"I estimated 600 yards. She passed in between the Texas and the Iowa. She went in between them, came to the northward of the Texas, and came out about 800 yards from us—I mean a perpendicular course—and that would account for just what we made to the southward in turning. We made more than the tactical diameter because we passed part of that distance with helm half aport."

"What is the tactical diameter of the Brooklyn?"

"About 650 yards."

"Was it easy to handle the ship under such circumstances?"

"I never have seen one equal to her."

"Was the starboard engine of the Brooklyn reversed during that turn?"

THE FAMOUS TURN.

"It was not. There was some question about that. The reason I feel positive of that is in recalling the circumstances. My impression is it may have been the commodore or the navigator, one of the two, said something about backing the starboard engine. My reply, I remember very well, was I didn't want to lose the speed of ship. That she was turning all right and rapidly, and I wanted to keep the speed of the ship."

"At the time you saw the Oregon coming up out of the smoke was she on your starboard?"

"Starboard quarter."

"And between you and the Spanish ships?"

"Never between us and the Spanish ships."

"Where were the Spanish ships at that time?"

"There never was anything between us and the Spanish ships. She was on our starboard quarter."

"Nearer in shore?"

"Yes."

"Referring back now to certain points in the story, as I did not care to interrupt you, you state you heard the commodore say at one time, 'Hard aport.' That was after you had begun to make the turn and the helm was hard aport?"

"Yes, the helm was aport, but not hard aport. My impression is now, it was about as near the same time as has been given. There was perfect understanding between the commodore and myself. Never a question of any kind during the action."

"I will ask if your recollection is clear as to whether the helm was put hard aport by yourself first, or that you did it in obedience to an order from the commodore?"

ORDERED BY COOK.

"I gave the order on my own responsibility."

"No question about that?"

"It was not after having heard the commodore. He called out to me as I have stated, which I now think was simply to confirm himself in the idea that she was turning with a hard aport helm."

"At that time did you hear any conversation between the commodore and the navigator?"

"I did not."

"Did you see any torpedo boats?"

"I did not."

"Were you afraid of being rammed at the time the turn was being made?"

"No. There was something said about it, but I did not give it a second thought from the fact that I knew they could not ram unless they got within my turning circles."

"Were you afraid of blanketing the fire of our fleet by turning one way or the other?"

"We might have done it by turning the other way."

"Had you turned with a starboard, instead of a port helm, would such action have advanced you so far as to bring you within the line of movement of the enemy's ships?"

"Provided they had taken advantage of it: that is to say, if they had continued on their course southwest straight for us and we had turned so as to bring them within our turning circles, it would have made ramming possible, certainly."

"How were they heading when this order hard aport was given?"

"They were heading southwest."

"Were they then headed so had you gone the other way they would have discovered the movement?"

"Yes, I think they would. The star distance given at the time was 1,100 yards. I estimated 1,500 yards, and so made it in my report. In the first place we lost at shifting helm at such a time. Then if we turned the other way, we must have gone 700 yards. They would not have much distance to run to get entirely within our turning circles. That is all conjecture."

Mr. Hanna—What was the conduct and bearing of Commodore Schley while under fire on such occasions that you had the opportunity of observing?

"I always regarded him as an enthusiastically brave and patriotic officer. Never in any other way."

At this point the court took its usual recess for luncheon.

At the afternoon session of the court Capt. Cook continued his testimony in response to the interrogatories by Mr. Hanna, who asked: "At the time the turn of the Brooklyn was made were you in such a position that you could observe whether or not the engines of the Texas were backed or reversed?"

"I think I ought to have seen it at the distance she was from us."

"Did you see such?"

"I did not."

"In reference to Lieutenant Commander Hodgson's conversation with the commodore, you say you did not hear the conversation between them?"

"Not one word of it."

"Did Hodgson make any suggestions to you or have any conversation with you during the battle?"

"Quite a number of times."

"Did he have that conversation or the substance of it with you?"

TALK WITH HODGSON.

"The only thing I recollect, which I recollect clearly, is that this summer when I met him at Newport, he asked if I recalled it, and I recalled that at the time we were turning, after we had been turning some time, and after the helm was put hard aport, he came across to me and said: 'Captain, do you see the Texas?' She was the nearest ship at that time. I was looking directly at her, and just about then we were pretty well clear of her. I said: 'Oh, yes,' and he told me that entirely reassured him, and he walked away.'

"He did not make any suggestion to you or you to him respecting going in any nearer to be rammed; the danger from torpedo boats or anything of that kind?"

"No."

"Did you use any expression or language which could have been understood by him as meaning "Damn the Texas?"

"Me?' Oh no, I had every reason to bless her, not damn her."

"How was the turn of the Brooklyn written in the log?"

THE BROOKLYN'S LOG.

"So far as I know, with port helm. I never observed the erasure, which I suppose you are coming to, until it was shown to me here in Washington, and I did not understand it then. I could not recall anything in connection with it. It was the custom on board the Brooklyn for the smooth log, when it was written, to be read by the officers and signed by them, afterward by the navigator, when it was submitted to me. I sometimes had time to look at it, and sometimes did not. I do not believe I looked at it within three or four days after that battle. I may have looked at it, but the first recollection I have of it was when my attention was called to the fact that the navigator wanted to make it more full and complete. I said, "Write it up as you recollect it, and submit it to me, but no changes are to be made under any circumstance in the log as it stands now. It can be added to, but not any changes in the original log.' So he wrote this and signed it. I have since read it, and do not know which is the best account."

"You refer now to the addendum?"

"Yes. At that time there was no question about the way the ship turned. I suppose I would have noticed it had it been different, but I probably did not see it until after that change was made. I certainly would have seen it before."

"Do you recall a visit of Mr. Sharp to the Brooklyn and an interview at which the commodore and yourself were present about the direction in which the Brooklyn turned on that morning?"

"No. I may state I was not present at any such interview."

"If the court please, I should like to hand to the witness a letter apparently signed by himself and dated Sept. 26, 1898. The letter which was referred to by Admiral Evans when he was giving his testimony and which he desired to read at that time. An objection was made then, counsel suggesting that the proper course would be when Capt. Cook went on the stand.

LETTER NOT READ.

Capt. Cook was handed the letter by Mr. Hanna to identify.

Admiral Dewey—Has the letter anything to do with any of these specifications?

Judge Advocate—Not specifically.

Admiral Dewey—Then it better not be read.

Capt. Cook—Mr. President, I would like to have it read, for this reason: It has been referred to sometimes, and seems to convey the idea that there was an issue between Capt. Evans and myself. I think, as it is on record that such a letter has passed, there should not be any doubt about this matter.

Admiral Dewey—I do not think it has anything to do with the case.

Capt. Cook—It is my letter and my signature.

Admiral Dewey—Admiral Evans is not on trial; Capt. Cook is not on trial.

Capt. Cook said there was no issue between himself and Admiral Evans. The letter was not read.

The court asked a number of questions of Capt. Cook, which, with the answers, were as follows:

"How did you become aware of the orders under which the flying squadron sailed May 19 to Cienfuegos?"

"Conversation with Commodore Schley."

"What general orders were issued by Commodore Schley regarding the blockade of Cienfuegos?"

"I cannot recollect that there were any written orders. I think it was (of course I understood, being in command of his flagship) understood in consultation with the captains in a general way."

"Was any effort made by boats of the flying squadron to find a landing place near Cienfuegos prior to the arrival of the Marblehead?"

"None that I know of."

"Did any conversation take place between you and Commodore Schley in regard to obtaining information from Commander McCalla when the Marblehead passed the Brooklyn while the last nam-

Continued on Fourth Page.

"I wrote Dr. Pierce regarding my case, and received a prompt reply, free."

"I endured nearly four years of suffering," writes Mrs. J. L. Myers, of Washington, W. Va., "caused principally from improper medical attention after the birth of a child, and female weakness, resulting in a complication of diseases. Had a terrible cough and an incessant pain and soreness in lungs. Was reduced in flesh from 184 pounds to about 100 pounds in eighteen months. I had no appetite, and became so weak and nervous I could scarcely sit up. I doctored with our home physicians for two years with no benefit, I was finally induced to try Dr. Pierce's medicines. I wrote to Doctor Pierce regarding my case, and received a prompt reply, free, advising the proper medicines for my case. After taking four bottles of Dr. Pierce's Favorite Prescription and four of his 'Golden Medical Discovery,' three doses each day, also taking one bottle of Dr. Pierce's Compound Extract of Smart-Weed and some of his 'Pellets,' I ceased coughing, and am *now enjoying splendid health and have gained thirty-five pounds in weight.* I again feel like my former self, thanks to Dr. Pierce and his great medicines."

Sick women are invited to consult Dr. Pierce by letter FREE. All correspondence sacredly confidential and all womanly confidences guarded by strict professional privacy. Address Dr. R. V. Pierce, Buffalo, N. Y.

What's the Matter

With the weather? We think this should act as a warning to people to get their winter wardrobe purchased or under way. We are very busy and guess everybody else is. One thing is sure, it's hard to get goods at all, and we consider ourselves in luck that our stock is in as good shape as it is. We got in a new lot of Raglans Monday, for which many of you have been waiting; also a new lot of suits to sell at $16.50, $18.50 and $20.00. They will go out again very quickly . . . . . .

As to Furs and Fur work, we can only says that you ladies who delay longer will surely regret it. Two weeks later will find you pretty chilly if you haven't a wrap, and you will have to wait a long time to get an order filled. Better be wise . . . .

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