

ROTAN WILL BEGIN COAL CARD PROBE

District Attorney Will Summon Alleged Distributors of New Price List

PRINTER GIVES NAMES

Coal dealers who, it is alleged, distributed price cards prior to the boom in retail coal prices of December 29 will be summoned before District Attorney Samuel P. Rotan today. That was decided in a long conference between Mr. Rotan and United States Attorney Francis Fisher Kane.

Dealers who displayed these price cards in their offices and raised their prices to meet those quoted on the cards will also be questioned. It is expected that one of the most important witnesses to appear will be M. J. McCullough, proprietor of a print shop at 1511 Federal street. McCullough has admitted he printed the price cards. McCullough said the cards were ordered by A. L. Cohn, a coal dealer at Thirteenth street and Washington avenue, for the Coal Exchange.

It is alleged that the cards were distributed by Cohn and Frank Mathers, a Coal Exchange director.

Mr. Rotan said today:

"What I am seeking is criminal violations of the law. Prosecutions will follow any evidence along that line."

"The District Attorney's office is always ready to receive evidence of law-breaking, and we will cooperate with anybody who has such evidence."

"With prices of necessities of life going up almost constantly I feel keenly the position of the public at this time. It is a hardship for the poor to have to pay those exorbitant prices for coal, and it seems unjust for anybody to have to pay them, whether they are rich or poor."

"During the last two or three days I have become cognizant of the feeling of the public in regard to the high prices of coal by the numerous letters which have come to me from individuals throughout the city."

"As District Attorney I am a servant of the public, and I am ready and willing at any time when the occasion demands to act in the interests of the public. Consumers in this district may rest assured that I shall act, and act quickly, if the evidence points to any conspiracy or understanding to raise the necessities of life."

Cooks All Day, Acts at Night; Divorce READING, Pa. Jan. 17.—After Mrs. Esther F. Bachman, of this city, spent a whole day cooking for thirty people in her husband's dog and pony circus she had nothing to do until evening, when she had to do her turn with a lot of aerial performers, according to testimony which she gave before a master here today in her suit for divorce from John P. Bachman on the grounds of cruel treatment. The master recommends that the divorce be granted.

Funeral Saturday for Dead Admiral

Continued from Page One
In touch with every movement of progress not only in our own navy, but throughout the world. On Wednesday afternoon last, just before I left the department, he paid me a call and looked hale and hearty. I thought he would be spared to us for many years. His death is an irreparable loss to our country, but the American people will ever cherish his memory.

"His cotinual has meant more to me than words can express. His advice to me since I have been Secretary of the Navy was more like that of a father to a son than of a high ranking officer to a Government official."

HERO OF MODERN U. S. NAVY

George Dewey was the greatest figure in modern American naval history. It was he who gave posterity the phrase that ranks him with Perry and Farragut, as the calm leader in a great emergency, ready in a crisis with cool counsel and expert advice. "You may fire when you are ready, Gridley," he told the captain of the battleship Olympia at the opening of the battle of Manila Bay. That utterance in the quiet, calm way in which Dewey always spoke, heralded a fight never exceeded for glory occurring to the American navy. It was the first important naval engagement since the War of 1812.

The victory established George Dewey as one of the American heroes of history. It brought him back to the United States in 1898 as the nation's man of the hour—and this at a time when there were plenty of other heroes of only slightly less degree who had achieved that proud distinction in the Spanish-American War. He was acclaimed in a triumphal reception at Washington, which surpassed any ovation ever before accorded any American. The people presented the hero of Manila Bay a home in Washington, on historic Rhode Island avenue, the contributions for the most part being small individual subscriptions.

MODERNIZED SEA FORCES

Since that time Dewey has been head of the general board of the navy and the

allied but potent force in strengthening America's sea forces. The plans which are designed by 1925, to make the American navy second to none in the world; the specifications by which America is now building the greatest warships in the world, are all fruits of Dewey's hard work of the last few years—hard work that weakened him.

The fact that Dewey was the first full admiral since Farragut was peculiarly fitting, because Dewey got his first taste of real sea fighting under Admiral Farragut. He was with that grim seadog of the Civil War when he made his famous passage up the Mississippi and captured New Orleans.

Dewey was born December 26, 1827, in Montpelier, Vt. He was a son of Dr. Julius Y. Dewey, and came of English stock, his ancestor, Thomas Dewey, a Dissenter, coming to this country about 1620 from Sandwich, Kent County, England. Doctor Dewey, the admiral's father, was born at Berlin, Vt.

WEST POINT HIS GOAL

The early studies of the future Admiral were intense in the village school. Before he was fifteen years old he had become a cadet in the Norwich University. In 1844 he entered the Naval Academy. Dewey would rather have gone to West Point. Speaking of that time in his life, the Admiral said:

Dewey stood high in his class at Annapolis. That he early was a most practical man is indicated by the fact that the examining board gave him the highest average, while the academic board gave him an average that would have placed him fifth in the graduating class. However, there was a practice of adding the two averages and this brought Dewey up to third place. He was graduated early in the year 1847, a time when the Union needed every officer obtainable.

FOUGHT WITH FARRAGUT

Cadet George Dewey received his commission as lieutenant on April 9, 1847, just a week after the bombardment of Fort Sumter. He was assigned at once to the sidewheel steam sloop Mississippi. With the other ships of Admiral Farragut the Mississippi ran the gulf of Mexico in forcing the entrance of the Mississippi River. After the capture of New Orleans she ran aground under the fire of the batteries and in a daring attempt to run past Fort Hudson. She was sunk and abandoned.

Between March, 1847, when he received his commission as lieutenant commander, and January, 1848, when as commodore he took command of the squadron in the Pacific, he was a hard-working member of the naval force. His sea service included a cruise on the Colorado to European waters. He commanded the Junonia in the Asiatic station in 1852-1851. At Manila he was taken ill and recovered after a serious surgical operation. In September, 1854, as captain, he was placed in charge of the

Dolphin, one of the four vessels that formed the original "white squadron."

Dewey, after returning from his tour of duty on the Penacolo, was made president of many trials, examining and other boards of the navy. He was popular among naval men, but he was not a member of what was regarded as the Naval Department clique in Washington. He was a sailor, but a politician, and never resorted to any other means than those in the line of his duty to obtain promotion. This is one of the reasons that he was not commissioned commander until 1849, two years before the Spanish War.

On January 2, 1858, Dewey raised his flag over the Olympia on the Asiatic station. At that time no one had any idea that this was about to become the most important naval station of the United States.

At that time the imminence of a war with Spain was not clearly understood. There had been a strong tension on Congress from Cuban insurgents and from the American people, who regarded their cause as just. But the United States was at peace with Spain, and one Congress after another sidestepped anything that would provoke a declaration of hostilities. The mysterious blowing-up of the battleship Maine in Havana harbor in February, 1898, changed the whole aspect of things within twenty-four hours.

Orders went out from the departments at Washington extraordinary steps of preparation for hostilities were made, but the departments at Washington made haste slowly, and Congress by some master hand was for weeks confined to outbursts of oratory, for definite action was frustrated as long as it could be done.

Dewey, with his little fleet of cutters and gunboats, was in Manila Bay and re-

ceived orders by cable to attack the Spanish fleet in the Philippines.

With his fleet in good order, Dewey left Hong Kong on the afternoon of April 27. It was known that the Spanish fleet could be made in about three days, and the moments after that became anxious ones for every one in the United States. It is to that time no naval action had been fought, and the outcome, while viewed with a belief in the ultimate victory for the American fleet, was still regarded as likely to cause heavy loss before it could be accomplished.

BREACHER MANILA BAY

He reached the entrance of Manila Bay in the evening of April 28, and with all lights out, and with the flagship leading the fleet, entered the dark waters silently. Nearly all of the fleet had passed the narrow entrance with its frowning forts before the movement was detected. Then a few shots were fired at the steaming warships, but they soon were out of range.

Miner were fired, but by some misjudgment these were fired ahead of the flagship and resulted in no damage being done. About 5 o'clock in the morning, Dewey was off the forts of Manila and found the Spanish fleet hanging the shores and seeking the protection of the guns of the forts. He formed a line of battle, and slowly steaming past ship after ship fired broadsides and outbursts, raking the Spanish ships. As the head of the line passed the last fort and ship, it turned out of range and steamed slowly back again, firing again the enemy as it passed, and being followed by the other ships in line. After this loop had been sailed twice, by which time several Spanish ships were found to be in flames, and the forts almost silenced, Dewey drew off out of range for breakfast.

The American ships again opened fire on

the Spanish. The Spaniards never had seen guns worked so rapidly. The Americans shot straight, too, and the shots began to fall immediately. The Spaniards managed to strike the flagship frequently.

On May 13, 1898, Commodore Dewey was raised to the rank of rear admiral, and on March 2 of the following year the office of admiral was revived and Dewey was appointed admiral. The Philippines required considerable time to quiet, and Dewey did not start to return to the United States until the following summer. He arrived in his flagship, Olympia, in September, 1899, and on the 26th of that month he was received up the Hudson River and through New York harbor by the whole Atlantic fleet. The banks of the stream were lined with probably 2,000,000 persons, and the river itself was alive with gaily decorated craft of every description. The naval procession went up as far as Grant's Tomb.

The first wife of Admiral Dewey was Miss Susan Goodwin, a daughter of Governor Goodwin, of Vermont, whom he married on October 24, 1847. The honeymoon was scarcely over when Dewey was ordered to the Colorado and sent into European waters. After two years of separation he was ordered to the Narragansett, and re-

mained with her until 1870. There was a second honeymoon in 1871. Two days before Christmas, in 1872, Mrs. Dewey gave birth to a son, George Dewey, and five days later she died. Shortly after his return from the Pacific the admiral married Mrs. Mildred Melrose Hazen, of Washington. The admiral has been spoken of as the man who could have been President if he wished. In 1909 he was seriously talked of for the Republican nomination for President, but he preferred to remain in the navy rather than venture into state-

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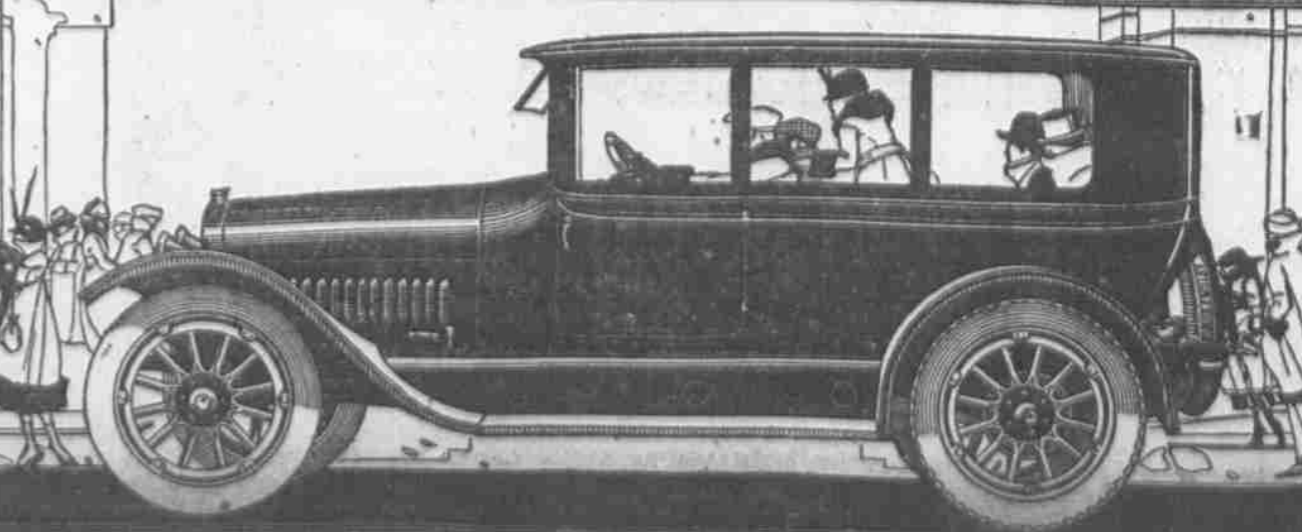
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