Scranton Tribune.

THE ONLY SCRANTON PAPER RECEIVING THE COMPLETE NEWS SERVICE OF THE ASSOCIATED PRESS, THE GREATEST NEWS AGENCY IN THE WORLD.

TWO CENTS. SCRANTON, PA., THURSDAY MORNING, OCTOBER 3, 1901. TWO CENTS.

State Library

FIRST WITNESS IN SCHLEY'S BEHALF

Lieutenant James K. Doyle, Watch Officer on the Brooklyn, on the Stand.

SEVERAL WITNESSES ARE RECALLED

Admiral Evans, Captain Sigsbee and Correspondent Dienalde Are Given an Opportunity of Correcting Their Testimony, and All Make Additional Statements—Lieutenant Commander Sharp, of the Vixen, Pays Especial Attention to Notes of the Battle of July 3—Opinions as to the Blockade.

By Exclusive Wire from The Associated Press.

Washington, Oct. 2.—An interesting turn was given to the Schley court of inquiry by the introduction of the first witness in Admiral Schley's behalf. This was Lieutenant James K. Doyle, who was a watch officer on board the flagship Brooklyn during the war with Spain. The fact that Lieutenant Doyle was put on the stand does not mean that the navy department has concluded the presentation of its side of the case. Mr. Doyle was called by the department, but as it also had been the purpose of Admiral Schley to summon him, advantage was taken of his presence on the stand to question him as an original witness for "the applicant." He was under examination by Mr. Raynor in the interest of the admiral when the court adjourned for the day. Before undergoing examination at Mr. Raynor's hand, Lieutenant Doyle, at Captain Lemley's request, explained his part in the battle of July 3, and his original entry in the ship's log concerning the famous loop and his alteration of that entry because he subsequently made the discovery that his first entry had been erroneous.

Lieutenant Commander Sharp, who commanded the Vixen during the Spanish war, also gave his testimony during the day, giving especial attention to notes of the battle of July 3, made by Lieutenant Harlow, of his ship.

Admiral Evans, Captain Sigsbee and Correspondent Dienalde were all recalled for the purpose of correcting their testimony as given yesterday, and all made additional statements. Just before the adjournment for the day, the court announced its decision not to allow any questions concerning the blockade of Santiago after July 1, when Commander in Chief Admiral Sampson arrived there.

PROCEEDINGS IN DETAIL.

Washington, Oct. 2.—The formal proceedings of the day in the Schley court of inquiry were begun with a brief explanation of the large chart of the southern coast of Cuba which hangs on the walls of the court room. That explanation was made by Captain Lemly, who said that the chart had been prepared from data collected since the war with Spain and was much more correct than former charts. Captain Parker, on behalf of Admiral Schley, said that with those explanations he was willing to accept the chart as authentic.

Admiral Evans was the first of the witnesses of yesterday to make corrections in his testimony. After he had done that he rose, and, formally addressing the court said:

"May it please the court, in connection with one of the questions asked me yesterday, unless Admiral Schley or his counsel object, I should like to make a statement and produce a letter. If at any moment counsel object or Admiral Schley objects I will withdraw it and stop."

Mr. Rayner—Could we look at the letter?

"Certainly," replied the admiral, handing it to Mr. Raynor. "It is a matter entirely personal to me, sir. The way the question was put to me yesterday placed me in the position of having dragged on board the Brooklyn of destroying the whole Spanish fleet. The identical words were used in a letter purporting to come from the Brooklyn and published in a Washington newspaper of July 25, 1898. I immediately went to the editor of the paper to ascertain the author of such a letter, and he, after a good deal of trouble, ascertained that it was a woman who had given the information. Whether or not she was paid for it I could not find out. At the same time I wrote to Captain Cook, of the Brooklyn, enclosing the article, and there is his reply. I should like that letter to go in the testimony in connection with that question, as the words are identically the same words used in this scurrilous letter published in the newspaper."

"Mr. Rayner—I do not object to any explanation at all that you may make. There was nothing wrong in the question itself.

"The question was put to me as if I had said: 'I had shot the bow off the Pluton, takel this ship and knocked out another one,' etc. There is Captain Cook's letter denying that such a conversation took place."

Mr. Rayner—The point is whether the conversation was between you and Commodore Schley.

Mr. Rayner said he would object to the presentation of the letter at this time, but not at the proper time. He said the proper time for it would be when Captain Cook was on the stand.

Admiral Evans—I withdraw it.

Mr. Rayner—I am perfectly willing you shall submit it at the proper time.

After some further colloquy the incident closed.

Testimony Corrected.

Thomas M. Dienalde, the newspaper correspondent, when called to correct his testimony of yesterday, made a brief addition to his response to one of Admiral Dewey's questions. The question put for the admiral was whether he (Mr. Dienalde) had heard Captain Phillip give orders to back the engines during the battle off Santiago. Mr. Dienalde had replied that he might have heard the order and he might not. Today he said in explanation of that statement: "The next thing I heard was the range given and just then the starboard twelve-inch gun was fired almost fore and aft of the ship. I jotted down that and went around the port side of the conning tower to see the captain. He might have given several orders at about that time that I did not hear. Of course, I did not note everything I heard."

Yeoman Becker was then recalled and was excused after brief questioning concerning the dispatches prepared by him at Key West for Admiral Sampson for Commodore Schley. He again said that, according to his recollection, these dispatches were forwarded by the Iowa and the Dupont, but said that his statement was based entirely on his memory.

Lieutenant Commander Alexander M. Sharp, who commanded the converted yacht Vixen during the Spanish war, was the first new witness of the day. He testified that he had fallen in with the Flying Squadron first on the morning of May 24, off Cienfuegos. The weather on the cruise from Cienfuegos to Santiago had been "squally," but not sufficiently bad to interfere with the speed of the Vixen. That vessel had not been in urgent need of coal on May 26. "If I had been," said the witness, "and had received orders to coal I should have tried to do so, though it would have been an uncomfortable job, because the Vixen was a very small ship."

Commander Sharp said that, notwithstanding that he had been on board the Brooklyn several times, Commodore Schley never discussed with him the retrograde movement toward Key West begun on May 26.

Service of the Vixen.

Describing the service of the Vixen during the siege of Santiago under Commodore Schley, Commander Sharp said that he had been placed on picket duty at the eastern end of the line on the night of May 29, and had continued this duty afterward. He was about two miles from the shore and probably three miles from the mouth of the harbor. The entire fleet could not be discerned at night, and the shore line could be discerned only as a black mass in the distance.

Mr. Hanna—Could you have seen a vessel undertaking to pass out near the shore under those conditions?

Commander Sharp—If she had shown no lights and made no noise I do not believe we could.

"Did you at any time suppose yourself to have discovered a torpedo boat attempting to escape?"

"One night we sighted a light running apparently along shore with a good deal of speed, and signalled that it was a torpedo boat escaping. It turned out to be a locomotive headlight on the railroad."

"Under those circumstances could you have seen the train had no headlight been displayed?"

"I think not; all we saw was the light."

Commander Sharp said that the Vixen had carried Commodore Schley from the Brooklyn to the Massachusetts on May 31 before the beginning of the bombardment of the Cristobal Colon, and that when he had asked what course he should pursue in the approaching action Lieutenant Sears had replied for the commodore that the latter had directed that Commander Sharp keep his craft clear, as she was vulnerable and should not assume any risks. He believed the commodore had afterward spoken to him to the same effect.

Mr. Hanna—Passing on to the battle of July 3, did you see any portion of the loop made by the Brooklyn?

"When I first saw the Brooklyn I think she was headed about south and swinging very rapidly under her port helm."

"Did you at any time have any conversation with any person in the presence of Commodore Schley with respect to the direction in which the Brooklyn turned on that occasion?"

"Yes, sir."

"State the circumstances of that conversation."

Hodgson's Opinion.

"I took on board the Brooklyn a copy of the notes taken by Lieutenant Harlow, the executive officer of the Vixen, during the engagement, and showed them to the commodore. The commodore was seated at his desk, as I now remember it, and at various times different officers came into the commodore's cabin. Captain Cook was there, I think, at one time. The navigator of the Brooklyn, Lieutenant Hodgson, also came in. I think Commander Eaton was in at one time, and if I am not mistaken, Captain Barker was in. I was talking to the commodore about those notes, and at one part of the conversation of the way that the helm of the Brooklyn had been put to form the so-called loop. I said that the helm was put to port. Lieutenant Hodgson spoke up and said 'No, you are mistaken; the helm was put to starboard.' I said, 'No, no, you put your helm to port.' He said 'I can prove it to you. Look at this chart.' I said 'I don't want to see the chart. You swung with the port helm.'"

"Was it conceded finally," asked Captain Lemly, "that the helm had been put to port to make the turn?"

"I am not positive," was the reply, "but it is my impression that it was."

"By whom was the concession made?"

"I do not remember."

"Was there any instructions at that time to the navigator in regard to entries in the log?"

"Not that I remember."

"Did you see the Texas during the battle off Santiago?" asked Mr. Hanna.

"I saw the Texas about the time I saw the Brooklyn first," responded the witness. "She was southeast to westward of the Brooklyn. The Texas was then apparently lying dead in the water. I remarked to some officer standing near, 'The ship will never start and those fellows will get away.' The Brooklyn was then swinging around toward the Spanish fleet."

"How near was she to the Texas?"

"I could not give an estimate of the distance."

On cross-examination Commander Sharp was questioned in great detail by Captain Parker in regard to entries in the log of the Brooklyn for the period covering the Cuban campaign. He referred to the entries concerning the Vixen's firing on a locomotive engine on shore near Santiago, taking it for a gunboat. He elicited from the witness the statement that at that time the Vixen must have been very near the shore.

Notes of July 3.

Captain Parker then questioned the witness concerning the notes made of the battle of July 3, by Lieutenant Harlow, on board the Vixen. Those notes have occasioned no little controversy. Some of Admiral Schley's friends say that after a copy of the notes had been delivered to the admiral (then commodore) by Commander Sharp they were changed. The witness said that he had taken a carbon copy to the commodore after the battle.

"Do these notes state the truth of the battle, as you saw it?" asked Captain Parker, and the witness replied: "These are Lieutenant Harlow's notes. He took them and I am not prepared to say yes or no whether they are absolutely correct in every particular or not."

"Haven't you read them over seven times?"

"I have."

"Now, are you not prepared to say to the best of your knowledge and belief they contain a true statement of what Lieutenant Harlow saw?"

"I cannot tell what Lieutenant Harlow saw."

"You do not know whether they (the notes) are true or not from having read them over several times, and from your own knowledge of the battle?"

"In the main essentials I should say they are true, but there may be mistakes and probably are mistakes in them."

"Did you furnish a copy of these particular notes to any one else, an officer in that squadron?"

"Not that I remember. There were several copies printed, but what became of them all I do not know."

"Did you take a copy or send a copy to any other commanding or staff officer of that fleet except Commodore Schley?"

"Not that I remember."

"Will you say that you did not?"

"No, sir; I will not say that I did not. To the best of my knowledge and belief, I did not, of those identical notes."

Results of Bombardment.

Commander Sharp said in response to questions by Mr. Rayner that one of the results of the bombardment of the Colon had been to develop the Spanish shore batteries.

"Do you recollect a conversation with Commodore Schley after the Colon reconnaissance, in the presence of Lieutenant Harlow, in which the commodore remarked that his purpose had been to develop the strength of those batteries?"

"I really do not remember," was the response. "I wish I could."

In response to a question from Mr. Rayner the witness said that the position of the Vixen during the blockade was not given correctly in the official chart. She was nearer the shore than shown.

On redirect examination Captain Lemly brought out the fact as to the change in the Harlow notes.

Judge Advocate—Did you attach to your official report of July 3 a copy of the notes of said action?"

"Yes, sir."

"Where did you obtain that copy?"

"From the executive officer, Lieutenant Harlow."

"Did you at any time know whether there were any differences between this copy as attached to your official report and the copy as it appears in your log-book?"

"Yes, sir. I know there were some slight differences."

"From whom did you learn that there were these differences, and was any explanation made of this fact to you?"

"When I was writing my report of the action of July 3 I said to Lieutenant Harlow: 'I desire a copy of your notes taken during the action to accompany my report to the admiral.' His reply, as near as I now remember it, was: 'Those notes were taken for the representative of a newspaper on board the Brooklyn and I will have to make some changes in them.' I said: 'Very well; I wish the notes to go with my report.' He afterward submitted to me the notes written in script, which I read over and enclosed in my report to the admiral."

"Mention has been made of the copy of the notes sent to the Brooklyn which were printed on board that vessel. Do you recognize that paper?" (handing him a printed pamphlet.)

"I have seen a copy of this before. If I am not mistaken, several were sent through the Vixen."

"What does it purport to be?"

"An account of the engagement with the Spanish squadron as seen from the U. S. S. Vixen, July 3, 1898, U. S. S. Brooklyn, flagship."

As to the Starboard Bow.

At this point Judge Advocate Lemly had the witness compare the original copy of the Harlow notes with the copy printed on board the Brooklyn, with the result of showing that the notes had been changed before being printed so as to make the account say that at 10.05 o'clock the two leading ships of the enemy "bore well on the Brooklyn starboard quarter," instead of on her "starboard bow," and that at 11.45 o'clock the

(Continued on Page 4.)

FOOTBALL SEASON.

University of Pennsylvania Defeats the Franklin and Marshall Eleven—Other Games.

By Exclusive Wire from The Associated Press.

Philadelphia, Oct. 2.—The University of Pennsylvania foot ball eleven had difficulty today in defeating the Franklin and Marshall team on Franklin field, winning by a narrow margin of six points to none. Pennsylvania's greatest fault was her slowness in getting off her plays. The visiting team was about as heavy as the home eleven and was able to withstand the rather weak onslaughts of the Pennsylvanians.

Pennsylvania made the only touchdown in the first half. The ball was secured by a fumble on the 25-yard line, and on the only consistent gains made by her in the game Pennsylvania was able to carry it over the goal line.

Games Elsewhere.

At Easton—Lafayette, 40; Ursinus, 0.
At Ithaca—Cornell, 50; Rochester University, 0.
At Princeton—Princeton, 55; Villa Nova, 0.
At New Haven—Yale, 6; Amherst, 0.
At Cambridge—Harvard, 6; Bowdoin, 0.
At Harrisburg—Gettysburg, 6; Carlisle Indians, 5.

NEGRO BOYS LYNCHED.

Mob Hangs Two Youths at Shelbyville, Kentucky.

By Exclusive Wire from The Associated Press.

Shelbyville, Ky., Oct. 2.—Jimbo Fields, sixteen years old, and Clarence Garnett, eighteen years old, both negroes, were lynched here early this morning for the alleged murder of Will C. Hart, a printer, who was stoned to death on September 21. The boys were taken from the jail and swung from the Chesapeake and Ohio railroad trestle within 500 yards of the jail.

The mob demanded the keys from the jailer, but he refused to surrender them. The doors of the jail were then battered down. The prisoners were removed almost before they had time to realize what was taking place. The mob dispersed without its members' identity becoming known.

Hart came to Shelbyville from Lebanon, O. His body was found in a path leading from the house of the mother of Jimbo Fields.

WASHINGTON TOPICS.

By Exclusive Wire from The Associated Press.

Washington, Oct. 2.—Mrs. Roosevelt has appointed Miss Belle Hagner, daughter of Justice Hagner, of the supreme court of the District of Columbia, her social secretary. Miss Hagner acted in the same capacity for Mrs. McKinley.

Washington, Oct. 2.—Mr. George B. Cortelyou, secretary to the president, returned from Canton today and resumed his duties at the white house.

TERRE HAUTE TURF EVENTS

A Cold Wave Strikes the Third Day of the Grand Circuit Races.

PROSPECTS FOR RECORDS

Considerably Lessened by the Elements—Excitement Created in 2.18 Trot by the Fall of Simmor—The Results at Island Park, Albany.

By Exclusive Wire from The Associated Press.

Terre Haute, Ind., Oct. 2.—A cold wave struck the third day of the grand circuit races and lessened the prospects for new records. Some excitement was created in the last heat of the 2.18 trot, when Simmor fell and threw Driver Winnings. Summor was lamed but Winnings escaped injury. Summaries:

2.18 class, trotting, purse $1,000 (unfinished from Tuesday.)

Gallotes	3	1	1	1
Dartmore	1	5	9	4
Alice Carr	2	2	2	3
Allie Wood	10	10	5	2

Eleven others started, of whom five were distanced and three drawn. Time—2.11½; 2.11½; 2.12; 2.13½.

2.16 pace, purse $1,000.

W. W. J.	9	1	1	1
Antetoe	1	4	3	7
Hal Foster	3	3	2	5
Fred K.	6	2	9	3

Grace M., Birchbud, Robe Johnson, Baron B., Kitty Powers, Hal Clipper, Donald Sphinx and Happy Wilkes also started. Time—2.13½; 2.11¾; 2.12½; 2.12¼.

2.15 trot, purse $1,500.

Oran	1	1	2	1
Lady Thistle	2	2	1	2
Gonzalus	3	3	3	4
Gracie Onward	5	4	4	3

Escobar and Ida Sullian also started. Time—2.12¼; 2.11¾; 2.11¾; 2.12¼.

Kentucky stock farm, futurity, pacing division; purse, $1,000:

Babe Allerton	1	1	1
Ronald Crown	2	2	2

Time—2.10¾; 2.22; 2.27.

2.12 trot; purse, $1,200:

Waubun	1	1	1
Alan	2	2	3
Hesperus	4	3	2
Newton A.	3	4	6

Maggie Anderson, Chalie Mac, Starmont and Phoebe Onward also started.
Time—2.14, 2.14, 2.12¼.

Albany, N. Y., Oct. 2.—Results at Island Park were:

First Race—Pacing, 2.25 class. J. R. P., b. g., by Tom Scott (Hard), won; John Taylor, b. g., second; Sadie Baron, ch. m., third. Best time, 2.15½.

Second Race—Trotting, 2.25 class. T. E. N., b. s. (Moore), won; Teamer, second; Elizabeth F., third. Best time, 2.17½.

Third Race—Pacing, 2.10 class. Light Star won; Mary Ann, second; Star Ball, third. Best time, 2.13.

TICKET SCALPERS FINED.

Two Dealers at Cape May Will Pay $50 Each.

By Exclusive Wire from The Associated Press.

Cape May, N. J., Oct. 2.—Judge Voorhees, in the court of quarter sessions today, sentenced Michael H. Kerns and Alexander H. Gordon to pay a fine of $50 each and the costs of prosecution for illegal traffic in railroad tickets. Both men are residents of Cape May and had been engaged in selling the return portions of excursion and special tickets with a long term limit. The men had pleaded guilty.

The judge in imposing sentence said ticket scalping would not be permitted in this country, but in this case he would not add a term of imprisonment. Under ordinary circumstances the sentence would have been more severe, but at the intervention of the officials of the Pennsylvania railroad whose tickets had been involved the clemency of the court was extended as the prosecution was not intended so much as a punishment for this particular case as a warning to others who might be tempted to engage in the illegitimate traffic.

EPISCOPAL CONFERENCE.

No Business of Importance at First Sessions at San Francisco.

By Exclusive Wire from The Associated Press.

San Francisco, Oct. 2.—The Episcopal triennial conference organized today by the election of Bishop Dudley of Kentucky as president and Rev. S. Hart of Middletown, Conn., secretary of the house of bishops; Dr. John S. Lindsey of Massachusetts, chairman, and Rev. Charles Hutchins, secretary of the house of deputies. No business of importance was transacted during this first business session of the convention. The convention will be in session nine days.

MURDER AND SUICIDE.

Otto Pulich Kills Wife and Self with a Revolver.

By Exclusive Wire from The Associated Press.

New Haven, Oct. 2.—Otto Pulich and his wife, Emeline, were found dead in bed at their home here today. The dead man held a revolver in his hand. There were bullet holes in Mrs. Pulich's head and the husband had been shot in the mouth. The police believe the man shot his wife and then killed himself.

Pulich was 48 years old and his wife 47. He was a dealer in real estate and it is believed that business reverses caused the act.

John Most Released.

By Exclusive Wire from The Associated Press.

New York, Oct. 2.—John Most, who was arrested Sept. 30 at Corona, L. I., on the charge of violating the penal code relating to unlawful assemblages, was discharged from custody today.

FIREMEN ARE BELLIGERENT.

Much Confusion at Election of State Officers—Cause of the Trouble.

By Exclusive Wire from The Associated Press.

Philadelphia, Oct. 2.—The convention of the State Firemen's association came to an end today. The only business of importance transacted was the election of officers, which resulted as follows: President, Abraham L. Pacy, Philadelphia; vice-presidents, George Bache, Nanticoke; Alexander Niveron, Catasauqua; Captain Peter Snyder, Pittsburg, and Dr. G. W. Bernthelzel, Columbia; recording secretary, W. W. Wunder, Reading; corresponding secretary, James A. Green, Carlisle; treasurer, A. L. Reichtenbach, Allentown.

There was no opposition to Bradford as the place for holding the 1902 convention. After the newly elected officers had been installed, a handsome gold chief engineer's badge was presented to ex-President Mitinger by George Nallinger, on behalf of the delegates.

Ther was much confusion and excitement during the voting for officers, and for a time it looked as if the police would have to restore order. It was asserted that the trouble was started by certain Harrisburg delegates in voting out of their order in the interest of their candidate for corresponding secretary, Marion Verbecke, of Harrisburg.

BOXERS NOT IN UPRISING

Mr. Conger Believes That the Rebellion in Singling Grew Out of Local Famine Conditions.

By Exclusive Wire from The Associated Press.

Washington, Oct. 2.—The state department received today a cablegram from United States Consul McWade, at Canton, China, confirming the reported uprising in the Singling district. The dispatch said:

"General Wu, with 1,500 soldiers, riuted Triad rebels in Singling district, Swatow, killing 200 and capturing and decapitating many prisoners. German mission burned. German missionaries fled safely to Hong Kong."

This dispatch, taken in connection with previous advices the department has had from Minister Conger, leads to the belief that the Boxers have had nothing to do with the present outbreak, but that it is a local disturbance growing out of famine conditions, which the Chinese government can suppress.

PALMIST HARJETT ACCUSED.

Arrested on Charge of Having Been the Cause of Small Fires.

By Exclusive Wire from The Associated Press.

Atlatic City, Oct. 2.—By the arrest of Atlantic City, Oct. 1.—By the arrest of J. B. Harjett, a palmist, whose business is on the boardwalk here, the police think they have solved the mystery of the origin of the small fires which have been breaking out along the upper part of the boardwalk section the past week. Harjett is now under bail for a further hearing tomorrow on the charge of starting today's fire. A fire this afternoon destroyed two frame buildings and damaged others, causing a loss of about $1,500.

One of the stores was occupied by Harjett. He was leaving town when arrested by order of Chief of Police Eldridge.

FARMERS' CONGRESS.

"Truth About Oleomargarine" Brings About Lively Discussion.

By Exclusive Wire from The Associated Press.

Sioux Falls, S. D., Oct. 2.—The afternoon session of the Farmers' National congress developed the liveliest meeting yet held. Charles Knight, of Illinois, delivered an address, "Truth About the Oleomargarine Business," which brought on an earnest discussion, in which J. Sterling Morton, of Nebraska, former secretary of agriculture; Hon. W. D. Hoard, former governor of Wisconsin, and a number of others participated.

The feature of tonight's session was an address on "Farmstead Beautiful," by Dr. E. Benjamin Andrews, chancellor of the University of Nebraska.

CRANKS REMEMBER ODELL.

He Receives Letters Asking That the Sentence of Czolgosz be Commuted.

By Exclusive Wire from The Associated Press.

Albany, N. Y., Oct. 2.—Governor Odell arrived in this city this afternoon from Newburgh and when he reached the executive chamber was surprised to find on his desk two letters requesting him to commute to life imprisonment the sentence of Czolgosz, the murderer of President McKinley.

One letter was sent by a man in Illinois and the other by a man in Maine. They were evidently written by cranks, in the opinion of the governor and no attention will be paid to them.

LEAD TRUST ASSURED.

The Interests of the Country to Be Centered in a Combine.

By Exclusive Wire from The Associated Press.

Philadelphia, Oct. 2.—The Evening Telegraph today prints a story to the effect that a combination of all the lead interests of the country into one large company, with a captial of about $150,000,000, is a probability of the near future. Such a combination, it is said, has been attempted in the past, but was always blocked by the attitude of the firm of Wetherill & Bro., of this city, who have steadfastly refused to put their plant into any combination.

Recently, the Evening Telegraph says, business conditions have been such as to produce a change in the attitude of the Wetherills, and a member of the firm is quoted as favoring the combination under certain conditions.

SLAUGHTER IN SAMAR.

The Presidente of the Town, Claiming to Be Friendly, Led the Assault Upon Company C.

By Exclusive Wire from The Associated Press.

Manila, Oct. 2.—The latest advices from the Island of Samar give harrowing details of the slaughter of the members of Company C, Ninth United States infantry, last Saturday at Balangiga. It seems that the presidente of the town, claiming to be friendly, led the assault in person. On hearing of the slaughter, Colonel Isaac D. Derussey, of the Eleventh infantry, started for the seen immediately with a battalion. The body of Captain Connell had been tied at the heels, saturated with kerosene and partly burned.

Forty-five bodies had been burned in a trench, leaving seven unaccounted for. The charred remains of many were recovered. In numerous instances the bodies had been badly mutilated.

LORETTO MEMORIAL CHURCH CONSECRATED

Archbishops Ireland and Ryan, and Bishops Hoban, Loughlin and Shanahan Assist Bishop Garvey.

By Exclusive Wire from The Associated Press.

Loretto, Pa., Oct. 2.—St. Michael's Roman Catholic church, erected by Charles M. Schwab, president of the United States Steel corporation to the memory of Prince Demetrius Gallitzin, the apostolic of Catholicism in the Alleghenies, was consecrated today by Bishop Garvey of Altoona, Pa., assisted by Archbishops Ryan and Ireland, Bishops Hoban, Loughlin and Shanahan and about sixty priests.

At the conclusion of the ceremonies, Mr. Schwab entertained the bishops and priests at his summer home. The church was erected by Mr. Schwab as a memorial to his mother. The cost of the structure was $150,000.

SHEPHARD IS SELECTED

Chosen by the Tammany Committee as Candidate for Mayor of Greater New York.

By Exclusive Wire from The Associated Press.

New York, Oct. 2.—The city committee of Tammany hall, at a meeting held tonight, decided on Edward M. Shepard, of Brooklyn, as the Democratic candidate for mayor of Greater New York.

William W. Ladd, jr., was selected as the Democratic candidate for comptroller, and George M. Van Hoesen was selected as the candidate for president of the board of alderman.

REJECTED LOVER'S CRIME.

Attempts to Kill the Object of His Affections and Commits Suicide.

By Exclusive Wire from The Associated Press.

Philadelphia, Oct. 2.—Because the girl he loved had rejected his attentions, Walter Booth, aged 30 years, a watchman in the employ of the American Bridge works, at Pencoyd, near here, today attempted to kill the girl, Emily Lantz, and then shot himself dead.

The couple had been betrothed, but a quarrel arose and the engagement was broken. Today Booth called on the young woman and wanted to be forgiven, but she would not listen. He called on her again during the afternoon, and finding her still obdurate, fired a shot from a revolver at her, while they were standing on the porch of the house, but his aim was bad. The girl escaped into her home, and Booth quickly turned the pistol on himself and sent a bullet into his head. He died in a hospital, after he had again asked the forgiveness of the young woman.

Steamship Arrivals.

By Exclusive Wire from The Associated Press.

New York, Oct. 2.—Arrived: Kaiser Maria Theresia, Bremen; Southwark, Antwerp. Cleared: La Champagne, Havre; Graiser Kurfurst, Bremen via Southampton; Deutschland, Hamburg. Sailed: Philadelphia, Southampton; Germanic, Liverpool; Friesland, Antwerp, Southampton. Arrived: St. Louis, New York. Sailed: Lahn (from Bremen), New York; Lucania, Liverpool; Prinz Bismarck, New York for Plymouth, Cherbourg and Hamburg.

EXCITING RACES EXPECTED TODAY

Contest Between Shamrock II and Columbia Gives Promise of Interesting Features.

STRONG BREEZES ARE PROMISED

The Washington Weather Bureau Adds to the Expectations of the Enthusiasts by Predicting Fair Weather and Fresh Winds—Sir Thomas Lipton Is Still Sanguine.

By Exclusive Wire from The Associated Press.

New York, Oct. 2.—Yachting enthusiasts and the general public are tonight expecting a most exciting race tomorrow between the cup defender Columbia and the challenger Shamrock II. They base their high hopes on the strong wind blowing tonight and which the local weather prophets assert is likely to keep up for twenty-four hours or more. The Washington weather bureau adds to the expectations which it is hoped will be realized by holding out a promise of a strong breeze off Sandy Hook. The bureau says "Fresh northwest winds and fair weather for tomorrow. The winds ought to hold good throughout the day."

The contest between the two yachts tomorrow will be over a thirty mile triangular course, the same as that attempted on Tuesday. Under the conditions of this, the second race, the yachts will be sailed ten miles on each of the three legs of the course. It is the intention of the committee tonight to sail the first leg to windward which will make the other two a broad reach and a close reach, provided the wind does not shift.

At Sandy Hook tonight everything is ready for tomorrow's race, and if the weather predictions prove true the yachts will have plenty of wind—perhaps more than they want. At 9.30 tonight the wind shifted suddenly in a squall from south to northwest and began to blow hard from that quarter. At 10 o'clock its velocity was thirty-six miles an hour.

While it was a quiet day with the yachts lying at their moorings inside Sandy Hook bay, the officials of the New York yacht and Royal Ulster Yacht club had a busy time of it in complying with the request of Sir Thomas Lipton backed by the assent of Mr. E. D. Morgan of the Columbia that in future the races should be held on consecutive days not counting Sunday. In addition there came the request from Mr. George L. Watson, the designer of the Shamrock II for a remeasurement, because of his intention to take out ballast before tomorrow's race. On the first proposition an agreement was finally reached between the challenge committees of the two clubs for a race every day but on the second Mr. Watson upon further considering the matter decided to let it drop and the yacht will sail tomorrow with exactly the amount of ballast which she has carried in previous races. This will not prevent Mr. Watson taking out ballast at any time he may wish which, of course, the club is willing to have done at any time. If, however, after tomorrows race, Mr. Watson decides to take out ballast it is probable that there will be no race on Friday as under the new arrangement either yacht is at liberty to decline to race on the next day.

The decision to have the yachts race every day was received with good grace at the yacht club tonight, although the plan conflicted not a little with the arrangements of the members for witnessing future races.

Sir Thomas Lipton Is Sanguine.

New York, Oct. 2.—Sir Thomas Lipton said today as he looked at the white caps kicked up by the twelve knot breeze which had been blowing since daybreak:

"See what a splendid opportunity Shamrock II is missing. With this wind yesterday we would have scored a sure win. I think we will race Thursday, Friday and Saturday. I anticipate favorable action on the letter I have written the yacht club with that end in view. Mr. Morgan also favors the change.

"Although some people have told me the cup will never be lifted, my hopes are higher today than ever."

Yacht Race Weather Conditions.

By Exclusive Wire from The Associated Press.

Washington, Oct. 2.—The weather bureau tonight issued the following forecast for tomorrow's yacht race at Sandy Hook: "Fresh northwest winds and fair weather for tomorrow. The winds ought to hold good throughout the day."

DEATHS OF A DAY.

By Exclusive Wire from The Associated Press.

Waynesboro, Pa., Oct. 2.—County Treasurer Theodore S. Nevin, Republican, died today at Blue Ridge Summit, from paralysis, aged 60 years.

YESTERDAY'S WEATHER.

Local data for October 2, 1901:

Highest temperature ..... 69 degrees
Lowest temperature ..... 48 degrees
Relative Humidity:
8 a. m. ..... 80 per cent.
8 p. m. ..... 87 per cent.
Precipitation, 24 hours ended 8 p. m., 0.32 inch.

WEATHER FORECAST.

Washington, Oct. 2.—Forecast for Friday: For Pennsylvania: Fair Thursday, with lower temperature in extreme southeast portion. Friday, fair, fresh northwesterly winds.

CONDENSED STATE NEWS.

Pittsburg, Oct. 2.—The National Glass company, which owns twenty-one plants and controls 70 per cent. of the producing capacity of table glassware, has given notice of withdrawal from the Glass association, to take effect on Jan. 1, 1902.

Pittsburg, Oct. 2.—The upper floors of the Pennsylvania Door and Sash company's plant on Second avenue were completely burned out this evening. The stock destroyed was principally door and window frames. The loss will reach $30,000; well insured.

Altoona, Oct. 2.—The Blair county Democratic executive committee tonight placed the following ticket in the field: Treasurer, Charles C. Patterson, of Williamsburg; register and recorder, Charles J. Wehrle, of Altoona; district attorney, Wm. B. Boyer, of Altoona; poor director, Elmer E. High, of Tyrone. The latter is identified with the new Union party, and is secretary of the Republican league of Tyrone.

Pittsburg, Oct. 2.—The Pittsburg and Buffalo company, the largest independent coal company in the five competitive coal states, has awarded contracts for the opening of six new coal mines and the amount of money to be invested in this industrial venture will amount to over $1,500,000.

Harrisburg, Oct. 2.—Charters were issued by the state department today to the following corporations: Citizens' Water company, Brownsville; capital, $1,000. The Shenandoah Fertilizer company, Shenandoah; capital, $15,000.

IN PATH OF THE FIRE FIEND.

Marinette, Wis., Oct. 2.—Fire this afternoon destroyed the warehouse of Smith, Thorndyke & Brown, wholesale grocers, together with contents, entailing a loss of about $200,000; partly covered by insurance.

New York, Oct. 2.—The Central Railroad of New Jersey lost its repair shop and paint shop at Elizabeth, N. J., by fire today. The loss is estimated at $100,000, chiefly from the destruction of a number of passenger coaches which were in the shops.

Springfield, Ills., Oct. 2.—Fire at noon today destroyed a barn on the farm of Peter Vredenburg, four miles west of Springfield. Four horsse were burned, including the racers Cutting and Lillian Brooks. Cutting has a record of 2.13, and Mr. Vredenburg had refused $4,000 for the horse. The loss is $12,000.

St. Louis, Oct. 2.—Fire that broke out at 10 a. m. in the plant of the E. O. Standard Milling company, on the river front, at Alton, Ills., destroyed that and several other buildings, causing a loss estimated at $400,000. A high wind blew the sparks broadcast, threatening the destruction of the business section of Alton. The fire was finally under control about 1.30 o'clock. The heaviest losers is the E. O. Standard Milling company, three buildings. Loss, $300,000; insured.