

ATTENDANCE VERY LARGE SEVEN THOUSAND PERSONS AT DALLAS FAIR.

Ten Heats Required to Decide the Two Harness Races—The 2.18 Event Was Captured by Tinker, Owned by R. G. Norton, of This City and the Second Race Went to Dan M., Owned by Frank Mulderig, of Black Haven, Pa.—The Summaries—Other Fair Notes.

Special to the Scranton Tribune. Dallas, Pa., Oct. 4.—An attendance of nearly 7,000 persons broke all previous records at the fair grounds here today. The day was raw and cold and red noses and blue lips were the rule among the spectators.

It required ten heats to decide the two harness events. The first race, the 2.18 event, was captured after five heats by Tinker, owned by R. G. Norton of Scranton, and second place was secured by May Tosky, owned by A. J. Schnell of Scranton.

The second race, for road horses owned in Luzerne county, was won by Dan M., an ungainly looking but fast gelding owned by Frank Mulderig of Black Haven, Pa. This race also took five heats to decide, the first three going to three different animals.

The sport was marred to a great extent by long delays at the post, each heat being scored for a number of times. The starting, also, was poor, there being but one really good send-off during the afternoon.

It was after sundown when the races were over. There were unreasonable delays which should be done away with if the management expects to attract crowds to their meetings hereafter.

The fair will be continued tomorrow. There will be a parade of all the live stock at 11 o'clock a. m. In the afternoon two races will be decided. The first is for the 2.45 class, for a purse of \$100 and the other a free for all with a purse of \$200.

Many Vehicles. Every foot of hitching room was taken up around the fences and rails around the course. The crowds all had a touch of the holiday spirit about them and many luncheon parties were scattered around in the dry and sunny spots. Everyone sought the sun, for it was chilling in the least bit of shadow.

Although the grounds were in much better shape than on Thursday as far as mud was concerned, yet walking was decidedly hard, and the sticky conditions had given way in most spots to a slippery and slimy substance. A number of falls occurred on the planks that had been laid in the most heavy places. For the first time were coated with oozy, dripping dampness that was about as safe to step on as tallow.

Merrill's concert band of Plymouth discoursed popular melodies on a platform opposite the grand stand both before and during the heats. This organization helped to relieve the tedium of waiting to a great extent.

A northwest wind, keen and searching, made things decidedly uncomfortable for all who were without heavy coats or wraps. The large audiences in the grand stand shivered and grew blue when the sun disappeared behind a cloud, which event happened too often. The sky was piled full and banked high with heavy, cumulous clouds and they were constantly veiling the kindly glances of old Sol, who when he got a chance, made things pleasant and smiled benignantly upon the multitudes. The clouds blew down the stretch into the nostrils of the horses as they came toward the finishing line.

Track Was Fine. The track was in prime condition and the spectators indulged hopes that there would be some fast time stepped off.

The fakers who have been on the grounds for the past three days had a number of additions to their ranks today and the many fair-goers seemed well supplied with change and disposed to part with it freely. Every square rod of space back of the grand stand had its particular attraction and were surrounded all through the day with curious gazers.

During the progress of the races the major part of the spectators viewed them from the lawn in the track. This spot was preferred to the shaded stands for comfort's sake.

In the judges' stand William Moore of Wilkes-Barre was the presiding genius as starter. Associated with him were S. P. Catlin and Theodore Henshaw, and as timers J. H. Snyder and P. N. Shaw. Harry Anderson of Dallas was clerk of the course.

The first race of the afternoon was called at 2 o'clock and was a free trot for trotters and pacers owned in Luzerne county, purse, \$125.

First Heat.—A. J. Schnell, 2. 4 1 1 1 Tinker, b. g., R. G. Norton, Scranton 1 1 2 3 3 May Tosky, m., A. J. Schnell, Scranton 1 1 2 3 3 Lucy Hever, b. m., James Cool, Wilkes-Barre 4 3 5 5 5 Marion Wilkes, s. g., W. J. Hever, Wilkes-Barre 4 3 5 5 5 Tony Wilkes, blk. g., Mr. Reichard, Newberry 2 5 4 4 4 Time—2:22½, 2:23, 2:24, 2:25, 2:26½.

Second Heat.—There was a tedious delay due to the field not being properly placed before starting. At last the starter got tired and gave the word. Dan M., the pole horse, was a length behind and was cut out at the time, causing him to break badly. At the quarter, Frank Cooley was in the lead, three lengths ahead of Irving B., with Dan M. third. At the fifth furling the cream horse began to make up the lost ground and caught and passed Irving B. in the hundred feet from the wire. The journey was too short, however, and Frank Cooley won the heat by a neck from Dan. Time of heat, 1:15½.

Third Heat.—The start was a poor one, Frank Cooley being behind. At the turn Frank broke and Dan M. and Irving B. went ahead. Dan led only a little way, and at the quarter Irving B. was in front, with Frank Cooley second and Dan third. Ten lengths back. Coming into the stretch the cream horse came like a whirlwind, but was pocketed half way up and could not get by the first two. Irving B. won this heat by a neck. Frank Cooley was second half a length to the good of Dan M. Each of the three heats had been taken by a different horse at this stage. Betts won the race. Time for this heat, 1:16¼.

Fourth Heat.—After two scores there was a long delay experienced by the shivering crowd, due to Frank Cooley being taken to the stable to have some repairs made to his gearing. Then there were more scores before the small field got away. The start was the best so far. Although Dan was the last to go under the wire he had passed all the rest before the quarter was reached and led Irving B. by half a length. Big Jim was third, half a score of lengths back. The half was finished on a jog from the wire. Betts won the race. Time of heat, 1:16¾.

Marion. At six furlongs May had six lengths to spare over Lucy, who was but a neck ahead of the Wilkes. At the mile May Tosky came home a winner on a jog, three lengths in front of Lucy Hever, who was at least that much to the good of Marion Wilkes. Time of heat, 2:25.

Third heat.—After a little preliminary scoring the word was given. May Tosky got a bad send-off, being third in line. At the quarter Tinker was a length ahead of Lucy Hever, with May Tosky second, and Lucy third, all strung out. The finish was a good one, Tinker, under the whip, beating May Hever, who was a neck in front of Lucy Hever a length behind the roan mare from Scranton. Time, 2:24.

Fourth heat.—There was but one score that proved futile. The second time the field came down the word was given. It was the worst of the numerous poor starts of the afternoon. Marion Wilkes was off her feet and half a dozen lengths behind the field, while the others were not in line by any means. At the quarter Tinker was first, May Tosky second, and Lucy Hever third, all strung out in single file. At the half there was no change in positions or in the distances. At six furlongs Tinker was first by three lengths, while May Tosky led Lucy by two. The finish was again a spirited one, all three leaders coming home under punishment. Tinker won the heat, a length ahead of Lucy Hever, who led the Scranton mare by only a neck, getting the place ten feet from the wire. Time of heat, 2:25.

Fifth heat.—After three trials they were sent off to the best start of the afternoon. At the first quarter Tinker was three lengths ahead of Lucy Hever, who was then a neck in front of May Tosky for second place. Lucy broke right there and May captured second place. At the half Tinker was three lengths in front of May and Lucy was third, on a break again. At the six-furlong mark Tinker was going easy and led by a good margin over Tosky, with Lucy a poor third, and the remainder of the journey was finished in this wise. Time of heat, 2:26½.

Summary: 2.18 class, trot and pace; purse, \$300: Tinker, b. g., R. G. Norton, Scranton 2 4 1 1 1 May Tosky, m., A. J. Schnell, Scranton 1 1 2 3 3 Lucy Hever, b. m., James Cool, Wilkes-Barre 4 3 5 5 5 Marion Wilkes, s. g., W. J. Hever, Wilkes-Barre 4 3 5 5 5 Tony Wilkes, blk. g., Mr. Reichard, Newberry 2 5 4 4 4 Time—2:22½, 2:23, 2:24, 2:25, 2:26½.

Second Race—Road Race. First heat.—Four horses owned in Luzerne county started in this race. Irving B. had the pole, Frank Cooley was second, Big Jim third and Dan M. fourth. This horse was of a dirty white color and had a sprawling stride that gave him a clumsy appearance. The heats were only half mile ones, best three in five. After scoring six times the word was given to a good start. The big buckskin horse started right in the hundred feet from the wire and was six lengths in the lead before the first furling pole was reached. The other three were strung out at wide intervals. At the quarter Dan M. was both ahead, Big Jim being the closest to him. The cream colored horse won the half-mile heat in hollow fashion, Big Jim second, Irving B. third and Frank Cooley fourth. Time of heat, 1:16.

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Fifth heat.—Again a poor start. The big cream horse set out the pace at once and was never headed, finishing the heat in his own time. It was after sunset when this heat was finished. Summaries: Road race, half-mile heats, best three in five, for trotters and pacers owned in Luzerne county, purse, \$125: Dan M., m., Frank Mulderig, Black Haven, Pa. 1 2 3 1 1 Irving B., b. g., R. G. Norton, Scranton 2 4 1 1 1 Tinker, b. g., R. G. Norton, Scranton 1 1 2 3 3 May Tosky, m., A. J. Schnell, Scranton 1 1 2 3 3 Lucy Hever, b. m., James Cool, Wilkes-Barre 4 3 5 5 5 Marion Wilkes, s. g., W. J. Hever, Wilkes-Barre 4 3 5 5 5 Tony Wilkes, blk. g., Mr. Reichard, Newberry 2 5 4 4 4 Time—1:16, 1:15½, 1:16¼, 1:16¾, 1:17.

MURDERERS DESPISE COZLOGOZ. President's Assassin. By Exclusive Wire from the Associated Press. Auburn, Oct. 4.—Cozlogoz has begun to read and obtain books from the prison library. The assassin is despised by the other convicts of the condemned cells, who consider themselves in a higher class. Egner, who killed Keeper Benedict, has obtained a picture of McKinley, which he has framed and draped in mourning. His cell is between Cozlogoz's and the death chamber. He has planned to hang the picture facing outward at the grating of the cell door and to dare the assassin to look at it as he goes past to death.

Warden Mead has given orders to the gatekeeper not to allow any person to enter the prison unless properly vouched for or having undoubted credentials.

ADMIRAL SAMPSON WILL BE A WITNESS

showed that on May 29 the Brooklyn's supply of coal was 932 tons; the Iowa's, 784 tons; the Texas, 408 tons, and the Marblehead, 122 tons. The lieutenant said that on May 24 the Brooklyn had coal enough aboard to maintain a blockade duty off Santiago for twenty-five days, and then to have returned to Key West; the Massachusetts enough to remain seventeen days, and then go to Key West; the Iowa enough for eleven days; the Texas, seven days, and the Marblehead, one day. That was assuming that they would have gone to the Yucatan Channel, and then given an estimate of the length of time they could have remained and gone to Gonaves Channel, Cape Cruz, Mole St. Nicholas, Kingston, Port Antonio, Jamaica, Guantanamo Bay, the time of remaining on blockade being increased as the distance to the various points diminished.

The Coal Supply. Mr. Rayner brought out the information concerning the time the coal on each of the vessels would have lasted on forced drafts in chasing the enemy's vessels, taking the amount of coal on each on May 29, and leaving sufficient coal to return to Key West. Mr. Rayner read the information from Mr. Dymon's table showing that the Iowa would have consumed 242 tons of coal a day, the Texas 100 tons a day and the Marblehead seventy-seven tons. That estimate would, he said, give the Brooklyn 2 1/2 days' chase, returning by way of the Yucatan Channel, and 2 1/2 days' chase returning by the Windward Passage; the Iowa a chase of 1 1/2 days. The Texas would have a chase of three-fourths of a day, and returning by way of the Windward Passage, five tenths of a day. The Marblehead would have a chase of two-tenths of a day by the Yucatan, and four-tenths of a day by the Windward Passage.

The table showed that the Massachusetts could not have steamed more than fifteen knots an hour and that in doing so she would have consumed 180 tons per day. At this rate she could have chased the enemy for 1.8 days, returning via Yucatan Channel, or for two days returning by the Windward Passage.

The witness said, in reply to questions, that his statement contemplated average conditions of weather and of the vessels.

"You have a base for coaling a number of ports," said Mr. Rayner. "You took Gonaves, the Mole and Kingston. Those are ports that have just been given you from which to make the calculation," he said.

"These ports were just mentioned to me here today," he said.

"You, of course, know nothing about our right to coal in these ports?" "I do not."

Commander Rodgers' Testimony. Lieutenant Dymon was followed on the stand by Commander Raymond F. Rodgers, who was executive officer of the battleship Iowa during the summer of 1898. The commander testified that the Iowa left Key West on May 29, 1898, to join the Flying Squadron. Before leaving, the commander, as a representative of Captain Evans, had a conference with Commander-in-Chief Sampson, at which Captains Taylor and Chadwick were present. At that time he received information from the fact that the Spanish fleet, the Spanish fleet, under Cervera, was probably in the harbor in Santiago. Commander Rodgers, however, had not been informed of any secret code for coming to the aid of the insurgents near Cienfuegos. He had taken dispatches for Commodore Schley. He was not certain whether there was more than one packet, but he was sure that there was one. The witness thought, what was signed by Secretary Long, dated Washington, 12:20 o'clock, May 29, beginning:

"The report of the Spanish fleet being at Santiago de Cuba might very well be correct, so the department strongly advises that you send word immediately by the Iowa to Schley to proceed off Santiago with the flying squadron, leaving one small vessel off Cienfuegos."

Captain Rodgers was examined at length concerning the sailing of the Flying Squadron. "Could you have sailed the day after the afternoon of May 29?" Mr. Hanna asked.

"In the late afternoon, the time I speak of, the weather being fine and smooth, I think there would have been no trouble at all," replied the witness.

"When the collier can deliver coal can a battleship take it?" "With a ship like the Iowa it is not a headwind, the danger in coaling at sea is entirely to the collier."

"Is there any more danger to a collier with a battleship on either side?" "There would be very great danger to a collier in coaling battleships with a battleship on either side."

Captain Rodgers related two or three instances in which the ships of the Flying Squadron were cleared for action on signal from the flagship Brooklyn being fired at by Spanish vessels. The signal was given in each case by the word 'barrado' or 'barrado' in Spanish, which means 'barred' or 'stopped'. Each time the signal was given the ships of the Flying Squadron were cleared for action and made speed of twelve knots an hour, and the battleship would be in the lead. In each case the signal was given by the word 'barrado' or 'barrado' in Spanish, which means 'barred' or 'stopped'.

The purpose of that line of examination was to bring out the witness' knowledge concerning the effect of the Brooklyn's gunnery in the battle off Santiago, July 3. Captain Rodgers said that the Brooklyn's gunnery was the only one which was based on the report of the board of survey showed that twelve-inch shells had been found in the wreck of the battleship. Mr. Rayner presented a statement showing the number of shells found on the vessels of the Spanish fleet. The witness was asked to give the percentage of shells which had been found in the wreck of the battleship. He said that the total number of shells was thirty-five, and that, therefore, the Brooklyn shell hit constituted 28 per cent of the shells.

Mr. Rayner said that the statement had been prepared by Admiral Schley.

The witness also said he knew that the Brooklyn had eight-inch guns, but that the admiral's computation was not intended to cover that feature. His only purpose was to make the showing for five-inch guns, these being undeniably the Brooklyn's.

Cross-examination on the dispatches carried by the Iowa. Captain Rodgers was asked if "Dear Schley" letter, dated at Key West, May 29, 1898, written by Admiral Sampson, in which the statement was made that "I am of opinion that our best chance of success in capturing the enemy's ships, under Cienfuegos and Havana," was included in these dispatches, the witness replied that he had no knowledge what the envelope contained.

Rayner Reads Letter. While the examination on this point was in progress Mr. Rayner read the letter, including the following extract: "If later it should develop that those vessels are at Santiago, we could then assemble off that port the ships best suited for the purpose and, completely blockade it. Until we, then, receive more positive information we shall continue to hold Havana and Santiago."

Mr. Rayner remarked that he supposed it given above was a mistake, and that it should be "Cienfuegos." Captain Lemly replied that he would make no such concession and a tie to the government publications. It closed with an understanding that the original document should be supplied tomorrow.

In reply to a question by Mr. Rayner as to the condition of the weather from May 21 to 26, 1898, Captain Rodgers replied that he did not recollect the events of the night of May 24th. My recollection is that on the morning and throughout the day of the 25th the wind was fresh from a direction generally ahead. The sea was generally southeasterly. The sea was what I entirely call a moderate sea. I recollect the wind continued fresh that evening. Next morning we must have got around the Cape headed eastward. The weather had moderated considerably and on the later afternoon the weather was, I should say, fine, with a smooth sea."

"How were the sea and weather for small ships like the Vixen and Eagle?" "I should say on Thursday the weather for small ships would have been considered fresh and certainly my recollection of seeing the Eagle on that day was that she was making what you might call 'heavy weather.' I should say on that occasion the sea was what one finds in that neighborhood when there is a fresh wind."

The court asked a number of questions of Captain Rodgers, some others being asked of whether the Brooklyn and Texas had been in danger of a collision on July 3. The witness replied that there had been any such danger he had not seen the vessels early in the engagement, but they were then about half a mile apart. He saw the two vessels early in the engagement, but they were then about half a mile apart. He saw the two vessels early in the engagement, but they were then about half a mile apart.

THE SCANTON TRIBUNE—SATURDAY, OCTOBER 5, 1901.

Hodgson on the Stand. At this point Captain Rodgers was called and Judge Advocate Lemly, after stating that Lieutenant Commander Alton C. Hodgson would be the next witness, pending his appearance, again brought up the detailed particulars of the case. "Santiago" had been substituted by mistake for the word "Cienfuegos" in the letter written by Admiral Sampson to Commodore Schley on May 29, beginning "Dear Schley." Captain Lemly said: "The word was originally 'Santiago' as it is printed in the senate document. The difference appears to be a matter of mis-communication. In the letter, as it appears copied in Admiral Sampson's copy book, it reads, 'Until we, then, receive more positive information we shall continue to hold Havana and Santiago, and if there had been such danger it was at that time."

"The question as to whether the word in the 'Dear Schley' letter should be Santiago or Cienfuegos again came up a statement by Judge Advocate Lemly, who said he would continue to hold to the Santiago version. Mr. Rayner then said if this was the case he would be compelled to withdraw Admiral Sampson, the author of the dispatch as a witness.

Will Sumner Sampson. Judge Advocate-I told you once before you can summon any one you please. Mr. Rayner—Well, then, summon Admiral Sampson.

Lieutenant Commander Alton C. Hodgson, then took the stand. He said that he had been navigator of the Brooklyn during the Spanish war and was on the bridge on the day of the battle of July 3. He detailed the particulars of the engagement, telling how the Spaniards came out and were attacked by the American ships. He said that when Commodore Schley was told they were in the vicinity of the Spanish fleet, he ordered the fleet to be put out and from that time when straight in toward the enemy. He next heard the commodore say: "Look out, look out, they are on the point of starboard side, they are on the point of starboard side, they are on the point of starboard side. The captain replied he would look out for that. He then heard the commodore say "halt" and Captain Cook replied that the "halt" was not given. He then heard the commodore say: "Look out, look out, they are on the point of starboard side, they are on the point of starboard side, they are on the point of starboard side. 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