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SCRANTON, PA., SATURDAY MORNING, OCTOBER 12, 1901.

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CAPTAIN CHADWICK ON THE STAND

The Chief of Admiral Sampson's Staff Before the Schley Court of Inquiry.

THE OTHER WITNESSES

Lieutenant Dewey Testifies as to the Anxiety of Admiral Schley to Engage the Enemy—The Commander of the Flying Squadron Did Not Have the Signal Code. Chadwick Testifies of the Change of Opinion Concerning the Whereabouts of the Spanish Fleet.

By Exclusive Wire from The Associated Press. Washington, Oct. 11.—Captain E. C. Chadwick, who was in command of Admiral Sampson's flagship, the New York, and was a member of the admiral's staff during the war with Spain, testified before the Schley naval court for a short time this afternoon. He was the last witness called and when the court adjourned was still under cross-examination by Mr. Raynor who stated that he had only a few more questions to ask him. There was considerable interest in Captain Chadwick's appearance because of his close relationship to the commander-in-chief of the North Atlantic squadron.

Captain Chadwick's testimony related very largely to dispatches sent by Admiral Sampson to Commodore Schley while the latter lay off Cienfuegos in May, 1898, and to the code of signals agreed upon between Captain McCalla, of the Marblehead, and the Cuban forces operating near Cienfuegos. He said that Captain Schley had been sent to him by his commanding officer, Captain McCalla, and had expected to join the commodore immediately and communicate the code to him. He also told of being present at an interview between Admiral Sampson and Commodore Schley in which the latter had expressed his intention to be loyal to the commander-in-chief.

He related in detail the change of opinion concerning the whereabouts of Cervera's fleet by Admiral Sampson on May 21, between the sending of the two dispatches of that date by Admiral Sampson to Commodore Schley, one of which was dated at Key West and the other at Havana. Captain Chadwick said he had not approved Admiral Sampson's dispatch of May 28, congratulating Commodore Schley on capturing the Vixen, but on that date five other new witnesses were heard during the day, two of them being officers of the New York. One of those was Lieutenant C. C. Marsh, the flag secretary of Admiral Sampson who testified concerning dispatches to Commodore Schley and the other was the ship's flag lieutenant, Lieutenant E. L. Bennett. Lieutenant Theodore G. Dewey, a nephew of Admiral Dewey, who served on the Massachusetts; Lieutenant Adelbert Atkinson also of the Massachusetts and Lieutenant Francis Boughter who served on the Marblehead, were the other new witnesses of the day.

EVIDENCE IN DETAIL.

Washington, Oct. 11.—When the Schley court of inquiry was called to order today General John L. Molyneux made a brief explanation of some of his remarks yesterday concerning the statement received from Commander Matrix. He said that the statement was "unsworn."

"It would like it to appear," he said, "that although there was no evidence against me, in the shape of documents and experiments, such sworn evidence as is usually admitted before the court, but came in with the bill value merely because there was no objection either side."

The other witnesses called early in the day for the purpose of giving their testimony was Admiral H. G. Taylor. While he was on the stand he was questioned as to whether he had received information that the Spaniards were coming out of the harbor of Santiago before they made their appearance on the morning of July 3. The question was asked by Captain Lundy, and the answer was: "Never was."

Mr. Raynor—but did not get a message from the Vixen in reference to ships coming out of the harbor?"

"None."

Captain Parker—Your attention was not called to any message from the Vixen?"

"Not at all, sir."

"Do you remember anything on your vessel that did observe smoke and reported it to you?"

"I do not remember."

Captain Lundy read a report from Captain Merrill Miller, formerly of the Raleigh, concerning the loss of the steamer. The report was dated in the name of the steamer, and the stamper has been found to give accurate results in measurements of less than 30 yards, but not so when the distance was greater. In one case the writer noticed an error of 200 yards in a 1,000-yard measurement.

Admiral Sampson—You were a watch and division officer on the battleship Massachusetts, was that not so? He declassified the measurements of that vessel in connection with the flying squadron. He said that at Cienfuegos the blockade vessels lay six to ten miles out at night, going nearer in during the day.

Captain Lundy read a report of the Cristobal Colon he had been in charge of the night of the burning of the Massachusetts. He said that the ship had not been more than three minutes in passing the entrance to the harbor on the first passage and that only two shots were then fired. The returns were made to range 7,000 yards, but the shots fell short, and the range was increased on the return trip to 8,000 and then to 10,000 yards.

Land Batteries Weak.

Admiral Sampson was developed as to the strength of the land batteries. When asked if they were weak, in reply to a question as to whether he had made any notes concerning the engagement, he replied: "No, we went in under instructions to sink the Colon." His orders had been to sink the vessel.

When Lieutenant Atkinson was examined Captain Lundy introduced as evidence a memorandum by Commodore Schley to the secretary of the navy of the engagement of May 21, in which, dated June 3, Commodore Schley said:

was excused, being succeeded by Lieutenant Charles C. Marsh, who was flag secretary to Admiral Sampson during the Spanish War.

Concerning Dispatches.

Lieutenant Marsh testified concerning the forwarding of dispatches by the Dupont and the Iowa from Key West on May 20. These messages were from Admiral Sampson to Commodore Schley and one of them was the memorandum by Captain McCalla concerning the insurgents at Cienfuegos. Questioned as to the reason why he did not forward the letter written by the Spanish minister, he said that he had not done so because the records of the commander-in-chief as to his correspondence. Every letter was, he said, pressed copied as soon as written, and he therefore considered the order in which letters were copied as a certain record of what had transpired in the way of letter writing. Other records of messages that he had forwarded were representative of this. This was his sole ground that the "Dear Schley" letter had been sent out. He found from this record that a dispatch of May 21, saying the Spanish squadron was probably at Santiago, had been forwarded to the Marines. This is the dispatch dated at Key West, in which Admiral Sampson said to Commodore Schley: "I hope."

"You are satisfied that they are en route to Cienfuegos, proceed to Santiago," etc.

He also identified a dispatch of May 21, dated at Havana, and urging the commander-in-chief to attack the blockade with the leading vessel making the turn, what orders were there for attacking if you say the enemy coming out of the cove?

"I do not believe we could have seen the enemy coming out. There were no men I have any knowledge of."

Mr. Raynor asked: "Would it have been possible that the 'Dear Schley' letter could have been sent out on an earlier date than the letter of May 20?" He replied: "I think it would probably be still Santiago."

"About the reverse of that proposition?"

"About the reverse of that proposition?"