Scranton Tribune.

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ADMIRAL SCHLEY ON THE STAND

Testifies In His Own Behalf Before the Court of Inquiry at Washington.

UNEXPECTED TURN IN THE INVESTIGATION

The Calling of Admiral Schley Causes Surprise—Counsel, Witness and Spectators Are Unprepared for His Appearance—The Witness Gives a Careful and Detailed Narrative of All the Events of the Campaign Up to the Battle of Santiago—Large Audience Listens to His Story.

By Exclusive Wire from The Associated Press.

Washington, Oct. 24.—Admiral Schley today took the stand in his own behalf at the court of inquiry which is investigating his conduct as commander in chief of the flying squadron during the Santiago campaign. He was summoned a few minutes after the court convened at 2 o'clock for the afternoon session and when the court adjourned at 4 o'clock he apparently had only gotten well under way in his testimony. Captain Charles E. Clark, of the Oregon, had just concluded his statement when Mr. Raynor, rising from his seat, said:

"I should like to have Rear Admiral Schley called," and the admiral accordingly was asked to take the stand. It was a turn in the proceedings for which apparently neither the members of the court, its officers, nor the spectators were prepared, and a murmur of surprise was heard on all sides. It had been expected that the admiral's name would be reached toward the close of the afternoon session. There were still two witnesses on his list who had not been heard and it was understood to be his purpose not to take the stand until the entire list had been exhausted. He, however, responded immediately to the call and before the audience was well aware of the fact he had begun his narrative of the campaign which terminated in the destruction of Cervera's fleet. Mr. Raynor introduced the testimony of his distinguished witness by saying: "Will you give the court your name and rank?"

"Winfield Scott Schley, rear admiral United States Navy, retired, at present on service in this court of inquiry."

The admiral then in answer to a question from his counsel proceeded to give a careful and detailed narrative of all the events of the campaign up to the battle of Santiago. He had not reached the stage of his testimony where he will tell of the battle, when the court adjourned for the day. The audience which listened to his recital was by far the largest which has yet gathered in the gunner's workshop where the court sits. All the reserved seats were occupied as were the seats set apart for the public at large. In the rear of the room stood probably as many people as found seats, scores of men and women standing upon tables, chairs and in the windows, in fact anywhere from which they could see the court.

There was no appearance of demonstration of any kind during the admiral's recital. On the contrary the silence was almost unbroken, except for the sound of the witness's own voice. Only once was there a stir in the room which indicated any feeling on the part of the listeners. That was when the admiral detailing his conversation with Admiral Sampson in the cabin of the New York at Key West told how he had assured the commander in chief of fealty to him. When the court adjourned for the day many of the spectators pressed forward and shook the admiral's hand.

Another interesting witness today was Captain Clarke, who commanded the Oregon at the Santiago battle.

THE TESTIMONY.

Washington, Oct. 24. Mare Maguire, as he stood, detailed an incident in which Commodore Schley figured at the close of the battle of July 3. Major Dorphy said:

"I remember the incident distinctly, because it made a very great impression on me at the time. It was when the men were preparing a cutter to take Captain Cook to the Colon to receive the surrender of that ship. She had hauled down her flag and was adrift. The officers and men of the boat were gathered forward in the bright forehead of the forecastle, and Commodore Schley addressed the men, cautioning them not to shoot when the Spanish captain came on board. He spoke of their gallantry that they had made a good fight, and that they should not be humiliated; that we should treat them chivalrously and not humiliate them by cheers. It was a gallant speech, and we all felt it very deeply. The commodore made the same speech about midnight of the same day when we were mooring alongside the Iowa, and we had learned that Admiral Cervera and his officers were on board that ship. It afterward developed that Admiral Cervera heard Commodore Schley make the remark, and he appreciated it very much so we were told."

The large audience manifested signs of interest when Captain Clark, of the Oregon, approached the witness stand. Admiral Beaver rushed as he called upon to the seat of the table to administer the oath. Captain Clark spoke in an undertone and was two or three times requested to raise his voice. That he did as he progressed. At the request of Mr. Raynor he began a description of the battle of July 3 as follows:

"When we discovered the Spanish ships coming out our fleet closed in at once to attack them, each ship being ordered to keep her head directly toward the harbor entrance. The Spaniards turned to the westward, breaking through our line or crossing it, and our ships swung to the westward in pursuit. Both sides opened fire promptly and fired rapidly. Dense smoke soon obscured the vessels, making it difficult to distinguish them.

"The Oregon ran between the Iowa and Texas and the next ships to the westward in our line and soon after we sighted four Spanish ships ahead, apparently unmolested at the time. They had gained so much ground that I believed they had been successful in attempting to escape, but it was soon evident we were gaining at least on one of them, which afterward proved to be the Maria Teresa, the flagship, and I thought we should bring her to close action, but might be exposed to the concentrated fire of all the ships. Just then the smoke lifted or broke away to the left and I discovered the Brooklyn. She was well forward of our port beam and broadside to the enemy's fleet. Her course was perhaps a little divergent from ours because the Oregon was attempting to draw upon the Texas. But the Brooklyn and Oregon resumed this relative position, bow and quarter, approximately to the end of the battle, the Brooklyn steaming straight ahead as nearly as I could judge, and engaging one and all of the Spanish ships, the Oregon endeavoring to come to close action with the rearmost one. When she was driven out of action and pointed to the beach we picked on for the next one ahead, and so on until the entire fleet was driven ashore, burning or sinking."

Mr. Raynor—Did you get any signals from the Brooklyn on the day of battle?

"Yes, sir."

"Can you recall what they were?"

"Of my own knowledge and remembrance the signals that impressed themselves upon me at the time were: 'Follow the flag.' I had this repeated to the vessels following, thinking that they might not see the Brooklyn and might see us. I remember another signal, 'One of my compartments filled with water.' I recollect it because it perplexed me a little. I was fearful that the Brooklyn might have to haul out of action and run in shore, and I concluded that it was given to me as a warning in case she did so, so that I would be prepared to look out for the chase alone and not to pay any attention to her, and that she would look out for herself.

"I also remember a signal because I did not understand it at first, 'The enemy's ship appears to have been built in Leeds.' To which I told the signal officer to answer, 'She will out of the coast of Cuba.' I also remember a signal, 'Congratulations over the grand victory and thanks for your splendid assistance.'

"Other signals were made. I have seen the list of them, but these are the ones I recollect that made any impression upon me at the time. On my own recollection I cannot recall any others."

What distance was it that you were engaged in the chase of the Colon after the Vizcaya ran ashore? How many miles do you suppose the Oregon and the Brooklyn ran in the chase of the Colon before she surrendered?"

"I cannot tell you that. I have heard the court has limited the distance to a certain number of miles, and the speed of the ships has been called in question. I presume fifteen miles."

"Can you tell me with how many ships the Brooklyn was engaged when the smoke lifted and you saw her on her weekend course?"

"She must have been engaged with all four."

"Did you see the turn of the Brooklyn?"

"No, sir. I never saw the Brooklyn until I came out of the smoke."

"How did the Brooklyn's fire appear to you at that time?"

"I remember nothing about that. I remember seeing her, and made a deep impression upon me. I told her I hoped we should mutually support and sustain each other. I felt that a battleship was needed and that we were to be there together."

"Did you see the commodore on the day of the battle of July 3?"

"Yes, sir."

"Will you kindly state where and when you saw him?"

"After the New York came up after the surrender of the Colon."

"Was any conversation held between you and the commodore on board the New York?"

Spanish Battleships Reported.

"A Spanish battleship was reported by Captain Eaton, of the Resolute. She had arrived off Santiago, and I think he said he had been pursued to her. The admiral did not seem to be interested by that. He seemed incredulous, but I remarked that it must be Cámara's fleet, that they had arrived there to join Cervera's fleet, but they had missed the fleet. The admiral said he was sorry. Finally he said, 'Well, Clark, you will have to go after that ship,' and believing, as I did, that there was really a Spanish vessel there, I said, 'Admiral, in war we ought to overpower an enemy if possible. Why could not the Brooklyn go along?' He turned and said, 'Certainly, Schley, you go also.' I then felt that I had perhaps assumed too much in speaking to the admiral and suggesting that a commodore also accompany me. I turned to the commodore and said: 'Commodore, we have knocked out several vessels this morning. We can check out another one.' He said: 'Certainly we can. Come out.' He then walked over the side and I started after him to the beach on the other side. What impressed me was his cheerful manner of approving of my feeling necessitated his going, and that he had no feeling, as a senior against me for it, and was entirely approving in his manner."

Captain Clark's examination in chief occupied fifteen minutes. Mr. Hanna began the cross-examination.

"Did you, Captain, be asked of the first question, 'Are the boats diving the first portion of the engagement?'"

"Yes," replied the witness. "I saw the boats standing in toward the entrance of the harbor, and her position was a little to westward of the Oregon. At first she seemed to be standing better than we were, and I thought she was making ground and would get ahead of us."

"Then the smoke became so dense that I lost sight of her, but I could see the Spanish ships as they came out. Later I saw her again so near I was fearful the two ships would collide. Consequently I gave the order, 'Hard to starboard,' and avoided her. I never saw the Iowa again during the action."

Responding to a request from Mr. Hanna, Captain Clark described the manner in which the Spanish ships came out of the harbor.

"The order under which the American fleet closed in was a standing order, as was the order to attack only in the case the enemy appeared. 'I think,' the witness said, 'that everybody started in when the enemy's vessels appeared in sight. It was their duty to attack, and I remember that I had a feeling of satisfaction at that time that there was a standing order to close in, because of the possibility of accident in executing that movement."

Captain Clark was also questioned regarding his statement in chief that the Brooklyn had at one time during the engagement engaged four different vessels and continued his previous testimony, saying that she was alongside all four of the enemy's ships.

"Did you fire the thirteen-inch gun in pursuance of a signal from the Brooklyn?"

"No, sir."

"Do you know anything about a signal to close up and follow flag made by Commodore Schley from the Brooklyn?"

"I remember a signal, 'Follow flag,' being made, because I ordered it repeated. We did close up."

The court asked Captain Clark a few questions, after which he was excused, and Rear Admiral Schley was called to the stand.

Admiral Schley Called.

There was a flutter of excitement when the name of the rear admiral was called, when he took the stand, and after giving his name and rank he was requested by Mr. Rayner to relate his conduct of the campaign in narrative form. He began by relating the particulars of his taking command of the flying squadron at Hampton Roads, where he said, "the general plan of campaign was thrashed out."

He said that the captains of his squadron had diversified views and he resolved to take the helm himself. The question of torpedoes in the fleet was early discussed and he decided the matter in which they should be cared for. Continuing, he said:

"I put the squadron immediately upon a war footing, established the matter of pickets and patrols and also the masking of lights which were under inspection on several occasions to ascertain how effective and complete it was. At first there was some fault found. Later, I am glad to say, the masking was absolutely complete, so that it was impossible when the ships were under way in the column or line of battle to distinguish any one at more than ordinary distance from it."

He had, he said, expected it would be impossible to arrange a general plan of battle, but he had explained to his commanders that in a general way it was his idea "to attack the head and leading ships of the enemy attacking us and concentrate the fire upon her."

"My reasons for this," he continued, "were two fold, the first being the moral effect upon the enemy, and the second the confusion it would create. The older plans for naval attack were to attack the center or rear of an enemy's fleet, which would result in the escape of some of the enemy's vessels. I felt that if we got the head we could get the whole. I think this plan was indicated by the result of the battle some six weeks or two months later," he said concluding this point.

He then related the details of the cruise to Key West and his meeting there with Admiral Sampson. "The admiral was very much moved," he said, "and necessarily so because his responsibility had been great. He showed me a number of orders, one of which was a digest of the two conclusions, one to take the north and the other the south coast of Cuba, and he in his own handwriting. I asked which he preferred, and he expressed a preference for the Havana coast. He told me emphatically that it was never command to stand idle. I also remember that he said he had left the pickets on the shore until the Spanish ships were engaged, for, he said, we must not risk the ships until the Spanish fleet was out of the way."

Cervera's Destination.

"We discussed Cervera's probable destination. He said that his information was that the orders of the Spanish squadron to reach Havana or some point within railroad communication were imperative and he believed that Cienfuegos would be the point, as that came under the acceptation of the order more directly. We looked over maps and I think say that I agreed with him. I could not imagine that any one who had studied the military situation of the island at all could have supposed that Santiago would have fulfilled any of the conditions of his instructions. We had quite a talk together. I told him that I had been ordered to report for duty to Admiral Remey, which I imagined necessarily meant himself and that I wanted to assure him at the outset that I should be loyal absolutely and unreservedly to the cause that we were both representing. Captain Chadwick, who was present, I don't remember at the time or not, said 'of course, commodore, any one who has known your character would know that it would be impossible for you to be otherwise than loyal.'

"I asked the admiral if there had been established any means of communicating with the insurgents; whether there were pilots or whether any locality was known where they were to be found. He told me that he did not know, but that when he got the situation better in hand he would communicate with me and that he thought it would be better for me to proceed to the blockade of Cienfuegos as soon as possible. I said 'Very well.' I was very glad of course, to go anywhere. That terminated our conversation, except so far as it related to complimentary expressions of a social character.

"The admiral said that he then left the New York and went on board his own flagship in order to hasten the operation of coaling. Later the Algonquin came out with an order from the secretary of the navy to Commodore Remey directing the witness to proceed to Havana.

Admiral Schley said he signalled Admiral Sampson and the latter said he understood that his commander coming to Key West received his (Schley's) orders and instructing him to carry out the plans agreed upon. The admiral then described the coaling of his squadron, which he said was a more tedious task than it became later. He said of the amount of coal his ships had and said that between 7 and 8 o'clock on the morning of the 19th he sailed for Cienfuegos.

The admiral then read the order under which he had sailed from Key West. In this order Admiral Sampson had told Commodore Schley that he should establish a blockade at Cienfuegos with the least possible delay and had said that after he had the information made in hand he would write the commodore.

Squadron Under Way.

"Under the direction of this order my squadron got under way," he said, and then he related the details of the cruise to Cienfuegos. That same night he had fallen in with McCalla and his substitute squadron. McCalla had sent the Eagle to intercept him and had himself asked permission to pass on. He had sent the Scorpion to meet the Eagle and the former vessel had reported as was recorded in its log, "That," he said, "is all the information she gave us. After this the Eagle came within hailing distance and we hailed, and I understood the officer of the Eagle to say that there was no news. I feel very positive that this was the case. It seems burned into my mind, but from what I have heard I begin to think I may possibly be mistaken."

Relating the particulars of his meeting with Captain Chesser, of the Cincinnati, he said that the captain was anxious to join the flying squadron. The admiral said that was not feasible. The captain had suggested one or two harbors on the Cuban coast, at which he thought coaling would be possible. Still it was problematical, as it would depend upon the weather and the sea.

After Chester left the admiral said the squadron had continued its voyage toward Cienfuegos where it arrived on the night of May 21.

"Toward sundown that evening I was standing on the bridge when we were thirty or forty miles out, I heard six or seven guns fired with the cadence of a salute. The report was so distinct that the officer on deck spoke of it.

"The next day on the early morning the fleet had steamed in and looked into the harbor, but it had been impossible to see in.

"I never saw any smokestacks there," he said, "and I was a very close watcher from 7 or 8 o'clock in the morning until 12 or 1 at night. Very few circumstances escaped me."

The "Dear Schley" Letter.

Toward 9 o'clock of the 23d he said the Dupont brought to me the now celebrated "Dear Schley" letter. In obedience to his dispatch he had sent the Scorpion east to communicate with the scout boats about the Spaniards, "as I was very doubtful of their being at Santiago, as I think the admiral was."

He recalled the arrival of the Iowa, but he did not recollect that it brought anything to him in the way of dispatches. He did recall, however, that he had gotten letters, among others one from his wife. Speaking of the blockade at Cienfuegos he said the line was three or five miles out.

"It was closer at night than in the day time," he said, "and that was the rule always, both at Cienfuegos and Santiago."

"I believed at that time," he said, "from the sound of the firing and the conversation I had had with Admiral Sampson that that squadron was in Cienfuegos. The line of formation was kept ready for any emergency and was never abandoned. During the day we feigned a little disorder in hopes that we might invite those people out. We knew there would be difficulty in getting in as the flagship was of great draught, as were most of the other ships. The channel was very crooked and our only wish was that they might come out. The movements of the squadron were rather an invitation for them to do so. That was what I felt during all the period of this blockade.

"Lieutenant Wood has testified to a conversation which he said he had with me in relation to the delivery of dispatches which for the life of me I cannot recall and I have a good deal of recollection. I am glad to say very little imagination. Lieutenant Wood, when he came on board, was almost prostrated. His condition to me was pitiable. Not from fear but from the exhaustion of torpedo boat service, and I told him when he came over the side that if I were king I would promote every torpedo officer five grades if I could. He handed me the dispatch. I think he did me an injustice when he spoke of my speaking disrespectfully of Admiral Sampson. I used no such terms. There was no reason why I should have done so. I invariably spoke of him as Admiral Sampson and I do not recall one word of the conversation which he recites; not one word, and I recollect a good many things very well."

Arrival of the Hawk.

The admiral then told of the arrival of the Hawk on the morning of May 23, bringing dispatch No. 8. This is the dispatch from Admiral Sampson which had brought the information that the Spanish fleet was probably at Santiago, and in which Commodore Schley had been told that "if satisfied they were not at Cienfuegos to proceed with all dispatch to Santiago." In this dispatch was closed the McCalla memoranda, saying that a good landing place could be secured thirteen and one-half miles west of Cienfuegos.

With regard to Commander Hood's testimony concerning the delivery of these dispatches the admiral said he did not remember them, and he went on, "I think I can show you by a memorandum in the official government report that if he had any verbal orders he forgot to report them. This memorandum had run to the effect that Hood had said 'there are a good many officers here who do not believe the Spaniards are there.'"

"That," said the admiral, "goes to show that Hood was not very certain or else that if he had the information he did not deliver it to the commander in chief, which was indiscretion. He seems to have remembered a good deal that was said by me, but to have forgotten a good deal that he should have done."

The witness also told of the arrival of the Adula and of his having that vessel boarded, and his allowing it to proceed inside. He also told of the report which the Adula brought to the effect that the Spanish fleet had arrived at and later had left Santiago, which he said "lent color to his own belief at that time."

The witness stated that he had seen the signals on shore and explained his experience in this respect. He said the surf was dangerous there in the day time. Continuing, Admiral Schley said:

Would Not Waste Ammunition.

"Not knowing whether or not there were any insurgents to the west of this place, not having any idea that there was a system of signals arranged with them, though I asked the question; the withdrawal of the squadron of Captain McCalla, and the failure of Lieutenant Sutherland to give me that information, was directly responsible for the delay in communicating. To risk a boat through surf on a coast believed to be occupied by the enemy might have repeated Captain McCalla's experiment. He found the coast was pretty well occupied. I saw cavalry on the coast once or twice. They appeared for a moment and then got out of sight. I thought to waste ammunition on a solitary cavalryman was like wasting big guns on spar torpedoes. I wanted to save all the ammunition we had for use against the enemy's squadron, which I knew to be somewhere in the vicinity. I did everything that was possible during the time that we were there to maintain a blockade as contemplated. I did all the coaling that was practicable or possible. With the later experiences of the war after we got hold of coaders that were very much better fitted to resist shock as well as to deliver this coal rapidly, with that experience I might have coaled on days of worse weather. We had a great many accidents about which no mention had been made because they came after the period of time. One of the collliers had to go to New York, absolutely smashed in. The Merrimac had several holes smashed through her, and my impression now is a portion of the inner works of the Sterling were injured in some way, but we managed with more experience to do a little better than we did at first. There was always at Cienfuegos a rolling swell and vessels with projecting sponsons or projecting guns were always in danger. I recollect in one case later, one of the six-pounder guns on the Brooklyn was bent at an angle of 30 degrees by coming in collision with one of these colliers. In other words, the problem presented to me at Cienfuegos," he said, "was one that had troubled the navies of the world through all time."

He then spoke of the arrival of Captain McCalla on May 24, bringing information concerning the shore signals from the Cuban insurgents. He said that when the captain came aboard he asked:

Had Seen No Signals.

"Have you seen any signals?"

"I said, 'what do you mean?'

"He then asked if I had seen three lights at night and three horses in the day time. I said I had seen the lights and he said they are trying to communicate with you. I expressed surprise and asked who had made the arrangements. McCalla replied that he had done so. I asked why they had not been communicated to me but that he did not know. I then told him to make a search of the shore, which he did, reporting that the Spanish fleet were not there." This information, the witness said, had been received about 1 p. m., May 24, and toward 6 o'clock the squadron formed column and steamed toward Santiago. He said that the signals made by the Red were not made until the fleet was fourteen miles from Cienfuegos and could not have been seen.

He then retold the details of the voyage. "It was a dirty night," he said, "with a lowering sky. I remember that when I looked out at the pilothouse, twenty feet above, the spray came in freely. Of course this was not serious for big vessels, but it was for the smaller ones."

He defended his course in keeping the vessels together, holding the faster vessels for the slower. "We proceeded as a unit," he said. "And I held that to do otherwise would be unmilitary and maybe in changing base with a fleet, I held the useful auxiliaries and supplies should never be abandoned, except under the greatest necessity."

Taking up the coaling question he said that it was absolutely impossible to coal on May 25. "I watched the situation closely," he said, "and felt that I was more capable than any other man of judging the situation in that respect. On the 26th the weather was still rough, especially in the morning. He told also of sending Commander Sutherland away with the Eagle and said that it was done because Sutherland had reported that he was dangerously short of coal. He said that Sutherland had neither protested against leaving or insisted that he could coal. "He regretted the necessity as I did, but it was impracticable for him to coal. He might have taken on a little coal in boats, but he would have burnt it as fast as he took it on."

Acting on Guesswork.

Referring to his course in leaving Cienfuegos he said it was laid so as to give him the widest horizon. "My course projected," he said, "would have carried me to China if there had been no islands in the way." He spoke of the necessity of acting upon his own responsibility or having to act without any private information from Havana. "Therefore," he said, "I had to do a great deal from guess work. Sometimes I was right and sometimes wrong."

Admiral Schley then told of meeting the dispatch boats Minneapolis and Yale. He said at that time there was a heavy sea on. He remembered Captain Cook saying to him that he had

(Continued on Page 4.)

REAR ADMIRAL WINFIELD SCOTT SCHLEY.

ACCEPTANCE OF MR. CORAY

He Writes a Letter to the Democratic State Committee.

PROUD OF NOMINATION

The Candidate Appreciates the Situation, and Says That He Esteems It an Honor to Be Associated with so Pure and Able a Jurist as Judge Yerkes—Is Pleased to Be Numbered Among the Decent Republicans and Decent Democrats

By Exclusive Wire from The Associated Press.

Philadelphia, Oct. 24.—The committee appointed by the Democratic state convention to notify E. A. Coray, jr., of his nomination by that party for the office of state treasurer, having performed that duty, today received a letter from Mr. Coray accepting the nomination. Mr. Coray, in his letter, says he esteems it an honor to be associated on the ticket with so pure and able a jurist as Judge Yerkes.

In alluding to the issues of the campaign, he says in the early part of the present year the "people of Pennsylvania were permitted to witness the unfolding of the most ingeniously devised and gigantic scheme of public plunder ever attempted in any single session of the state legislature."

This scheme, he says, involved among other things, the purchase of the organization of that body and the purchase of a seat in the United States senate. After describing certain measures promoted by what he terms the leaders of the "machine," Mr. Coray says:

It was in the spirit of resistance to this conspiracy that union had its birth. The decent Democrats and the decent Republicans in the legislature, laying aside all questions of party policy upon which honest men may honestly differ, fought shoulder to shoulder for the honor of the commonwealth and the protection of its taxpayers. In that battle, your chairman, Mr. Creasy, and Representative Palm were among the foremost champions of the rights of the people.

The results of the struggle there waged are now matters of history. The public press is still free to expose the schemes of the corruptionists, and is improving the opportunity. The state's subfluvial deposits of coal have not changed ownership. The Supreme court has removed the tax ripping club the machine held over the city of Philadelphia. Popular government is suspended in our cities of the second class. Trolley franchises, worth millions of dollars, recently owned by the state, now repose in the pockets of the machine leaders—sufficient in value to pay all the expenses of all the larceny committed, and together with the many smaller grabs variously disguised, leave a handsome margin of profit to the machine for its session's work.

Harmonious Action.

The harmonious action of the Union and Democratic parties concentrates the heretofore divided opposition, which has hindered effective protest being made against the machine at the polls. The spirit and purpose expressed in the platforms of the Democratic and Union parties are identical. They speak for honest government. The machine platform endorses all the plundering acts committed by the legislature. The issue is thus squarely drawn. The struggle is transferred from the halls of the legislature to the people. This is the court of last resort. Victory for the machine would inevitably be construed as an endorsement of all the iniquities of which it has been guilty.

This election will have an important bearing upon the contest for governor and the legislature next year. If the machine is entrenched when the legislature of 1901 convenes, the largest army of spoilsmen that ever assembled at Harrisburg will be on hand, clamoring for the flesh pots. Another United States senator is to be elected at that time and the machine has no other assets with which to pay for services rendered its candidates, than those they get out of the commonwealth.

Recognizing that the Democratic party of Pennsylvania, by their platform adopted August 15, 1901, have made these questions the issue of the present campaign, for the purpose of overthrowing the corrupt ring which now manages public affairs, I have no hesitation in accepting the nomination of your party upon that platform.

IN TOUCH WITH BRIGANDS

Negotiations for Miss Stone's Release Are Probably Opened.

By Exclusive Wire from The Associated Press.

Constantinople, Oct. 24.—The missionaries who are operating from Samakov, Bulgaria, are at last in touch with the brigands who abducted Miss Ellen M. Stone and her companion, Mme. K. S. Tsilka, according to dispatches received here today, though whether negotiations for the ransom have actually been opened is not disclosed.

The missionaries on the spot are expected to conclude the business with the utmost dispatch.

CRESCEUS BREAKS THE WORLD'S RECORD.

By Exclusive Wire from The Associated Press.

Kansas City, Oct. 24.—Cresceus, at the Kansas City driving park, this afternoon, broke the world's trotting record for a mile on a half mile course, making the distance in 2:08¾. The previous record, 2:09¾, was made at Toledo. The time by quarters: First quarter, :29¾; half, 1:00¼; third quarter, 1:32¼; mile, 2:08¾.

Steamship Arrivals.

By Exclusive Wire from The Associated Press.

New York, Oct. 24.—Arrived: Bourgogne, Hamburg, Sailed: L'Aquitaine, Havre; Noordland, Antwerp. Brescia via Southampton. Hamburg—Arrived: Patricia, New York. Naples—Arrived: Hohenzollern, New York, for Genoa. Queenstown—Sailed: Majestic, from Liverpool, New York. Lizard—Passed: La Bretagne, New York for Havre; Vaderland, New York for Cherbourg and Antwerp. Rotterdam—Arrived: Amsterdam, New York via Boulogne, Sur-Mer—Sailed: Rotterdam, Boulogne, Sur-Mer and New York.

Automobile Record Lowered.

By Exclusive Wire from The Associated Press.

Detroit, Oct. 24.—Alexander Winton, of Cleveland, this afternoon drove his racing automobile a mile on the Grosse Point track in 1.06 1-5, which is 2-5 second lower than the record established by Henry Fournier. Mr. Winton made five consecutive miles under 1.06.

MURDERER ADMITS CRIME.

Henry Wiseman in Jackson Prison for Killing Mrs. Huss.

By Exclusive Wire from The Associated Press.

Jackson, Mich., Oct. 24.—Henry Wiseman, in Jackson prison, today confessed that he murdered Mrs. Ellen Huss in the woods, near Royal Oak, where her body was found several weeks ago, buried in a shallow grave under a log.

The murder was committed in October, 1900. He made the confession in the presence of Prosecutor Rockwell, of Oakland county, and several officers. He admits that the sensational details he told yesterday, implicating William Hale, with whom the woman had been living, were in reality what he himself went through on the day he met Mrs. Huss and took her into the woods, where the crime was committed. He refused to give a motive for the crime.

OFFICIAL BALLOT HAS BEEN CHANGED

Secretary Griest Meets Objections Raised to Proposed Amendments to State Constitution.

By Exclusive Wire from The Associated Press.

Harrisburg, Oct. 24.—The form of the official ballot has been changed by Secretary Griest to meet the objections raised to the proposed amendments to the state constitution as they appeared in the form originally certified by the state department. The chairmen of the Democratic, Union and Municipal league's state committees contended that these amendments should appear upon the ballot in their entirety.

Mr. Griest took up the matter today and after consultation with Attorney General Elkin, he directed that an amended form be prepared and immediately certified. Under the head of "proposed amendment No. 1," relative to personal registration, the amendment is stated in the amended form of the ballot in two propositions, instead of in only one, as it appeared in the original form, and in the exact language used by the legislature. The second proposition, relative to the use of voting machines at elections, is stated in the exact language of the legislature.

Copies of the amended ballot were certified tonight to county commissioners and sheriffs, with instructions that the amended form was the same in every respect as the form originally certified to them, except that part relative to the constitutional amendments.

OVER NIAGARA IN BARREL

Remarkable Feat Accomplished by Mrs. Annie Edson Taylor, Aged Fifty Years.

By Exclusive Wire from The Associated Press.

Niagara Falls, Oct. 24.—Mrs. Annie Edson Taylor, 50 years old, went over Niagara Falls, on the Canadian side, this afternoon and survived, a feat never before accomplished and, indeed, never attempted, except in the deliberate commission of suicide. She made the trip in a barrel. Not only did she survive, but escaped without a broken bone, her only apparent injuries being a scalp wound one and one-half inches long, a slight concussion of the brain, some shock to her nervous system and bruises about the body.

She was conscious when taken out of the barrel. The doctors in attendance upon her tonight said that, although she was somewhat hysterical, her condition is not at all serious, and that she probably will be out of bed within a few days.

COMPANY NOT READY.

Central Rapid Transit Ordinance Held Back at the Request of Its Promoters.

The railway committee of common council was to meet last night to hear arguments for the Central Rapid Transit company's ordinance by John H. Brooks and Hon. W. J. Lewis, two of the officers of the company.

Mr. Brooks waited on Chairman Daniel Galvin, prior to the hour set for the hearing, and requested that the consideration of the ordinance be postponed, as the company was not ready yet to have it go before council.

It was the intention of the committee to report it either favorably or adversely last night, but out of deference to the company's request, the measure was allowed to remain in its pigeon-hole.

MRS. STANFORD RE-ELECTED.

Will Again Be State Treasurer of Daughters of Revolution.

By Exclusive Wire from The Associated Press.

Harrisburg, Oct. 24.—Mrs. Enoch Stanford, of Conshohocken, was re-elected state treasurer at today's session of the annual conference of the Pennsylvania Daughters of the American Revolution. Mrs. Crowell of Philadelphia, was chosen secretary, defeating Mrs. George F. Kunkel, of Harrisburg.

The remainder of the session was devoted to the consideration of the reports of the regents of the various chapters. The delegates were entertained by Mrs. Levi B. Ahicke, regent of Harrisburg chapter, at a tea this afternoon at the county club.

This evening Harrisburg chapter will tender a reception to the delegates at the board of trade auditorium.

Governor's Appointments.

By Exclusive Wire from The Associated Press.

Harrisburg, Oct. 24.—Governor Stone today appointed Major Charles B. Vell, of Wellsboro, a member of the Gettysburg monument commission, created by the last legislature, vice Major George W. Merrick, of Wellsboro, declined.

DEATHS OF A DAY.

By Exclusive Wire from The Associated Press.

Paris, Oct. 24.—Prince Joachim Murat died today at his chateau at Chambly.

PROBLEM FOR MR. ROOT

The Maintenance of a Sufficient Force of Men in the Philippines.

MOST SERIOUS QUESTION

By Next June Enlistment Term of Half the 40,000 Men in the Islands Will Have Expired—Chaffee and Corbin Agree Present Strength Should Not Be Reduced.

By Exclusive Wire from The Associated Press.

Washington, Oct. 24.—The first serious question to confront Secretary Root on his return to duty at the War Department relates to the maintenance at sufficient strength of the American forces in the Philippines. In the islands are now 43,000 troops, but the regiments there will be reduced in size by expiration of terms of enlistment—665 this month, 2,360 next month, 3,017 in December, 2,512 in January, 2,163 in February, 3,543 in March, 2,224 in April, 1,511 in May and 2,492 in June.

These figures show that 20,487 soldiers, or one-half of those now in the Philippines, will have to be re-enlisted or returned to this country by the end of next June. They will have to be assembled at Manila preparatory to returning to their homes two months before the expiration of their enlistment. Secretary Root must, therefore, decide at once whether he will maintain the army in the Philippines at the present strength of 40,000 men. Gen. Chaffee recommends that there be no reduction in his force, and Adjutant General Corbin, after an inspection of the islands, agrees with Chaffee. In Corbin's opinion the troops are necessary for the moral effect on the natives who are still unreconciled to the new conditions.

Orders already have been issued for sending troops to take the places of those whose terms of service will expire in the next three months, but the department has awaited the return of Secretary Root and his decision on the more important work of enlisting men to take the places of those whose terms will expire before the close of the fiscal year.

"If the army in the Philippines is to be kept at 40,000 it is time to begin special recruiting for that service," says the adjutant-general, and Secretary Root will give his attention first to this question. He will be guided in his judgment partly by the conditions in Samar and by the amount of sympathy the insurgents there receive from the natives in other islands.

Aguinaldo Reconciled

So far as Aguinaldo is concerned, there is no fear of his influence. The former leader of the insurrection seems to have become completely reconciled to the present conditions. When Aguinaldo heard of the death of President McKinley he wrote a letter of sympathy to General Chaffee. His original letter, in Tagalog, and its translation into English, are now interesting souvenirs in the collection of papers at the war department. Aguinaldo's letter is well phrased and expresses the highest sentiments regarding President McKinley's virtues and abhorrence of the manner of his death.

General Chaffee has sent more troops to General Hughes, and Rear Admiral Rogers, in command of the navy in Philippine waters, has detailed several vessels to patrol the coasts of Samar to prevent the insurgents from escaping to the other islands. They will have to fight or surrender. General Hughes is well acquainted with the character of the Visayans, having been in those islands for the last two years, and he will take command of the troops in Samar to conduct the campaign against the bolomen.

NEGRO BURNED AT STAKE.

Bill Morris Pays the Penalty of Assault in Mississippi.

By Exclusive Wire from The Associated Press.

Columbia, Miss., Oct. 24.—The negro, Bill Morris, who assaulted Mrs. John Ball at Balltown, La., was burned at the stake today. After being captured he made an effort to implicate others, but they proved their innocence. Morris was taken to the scene of his crime and chained to a pine sapling. His hands and feet were bound to his body. Pine knots and pine straw were piled about the body and saturated with coal oil and the match applied.

The negro made no entry when the flames first reached him and only when he was partly consumed did the spectators notice any movement on the part of the wretch. He made no resistance when being tied to the stake and said that he deserved his fate.

Morris beat his victim on the head with a pine knot and thought he had killed her. Going back to Ball's store he took the change in the cash drawer. Mrs. Ball, however, recovered consciousness and crawled to her father-in-law's house. He at once gave the alarm and the neighborhood commenced a search for the negro. He was found a mile home, about four miles from the scene of the lynching.

Anarchists Favor Strike.

By Exclusive Wire from The Associated Press.

Barcelona, Oct. 24. The anarchist propaganda in favor of a general strike is proving fruitful in much. Leading anarchists assert that committees throughout the world, representing eight million workers are only awaiting the signal to inaugurate the universal strike proposed by the German workmen and approved by the American and European committees.

Pension Granted.

By Exclusive Wire from The Associated Press.

Washington, Oct. 24.—A pension of $10 has been granted Henry Simpson, of Scranton.

WEATHER FORECAST.

Washington, Oct. 24.—Forecast for Friday and Saturday: Eastern Pennsylvania—Fair Friday and Saturday; diminishing northwesterly winds.