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## TESTIMONY OF SCHLEY ENDED

**His Cross-Examination Concluded at Yesterday's Session of the Inquiry.**

## QUESTIONS OF THE COURT

**Of the Thirty-four Inquiries Prepared by Members of the Court Not One Related to the Battle of Santiago—It Is Developed That the Report of the Engagement Written by Admiral Schley Was Not the Original One.**

By Exclusive Wire from The Associated Press.

Washington, Oct. 30.—The long ordeal to which Admiral Schley has been subjected since Monday morning ended this morning when his cross-examination was concluded and he was allowed to leave the witness stand. When the judge advocate finished the cross-examination shortly after 3 o'clock the court adjourned to the adjacent thirty-four questions prepared by the members of the court. These questions touched many points of the campaign of the flying squadron, but mainly centered about the difficulties encountered in coaling and the reasons for the retrograde movement. Not one of them related to the battle of Santiago. The judge advocate's cross-examination today covered the retrograde movement; the reconnaissance of May 31; the loop of the Brooklyn and the alleged colloquy with Lieutenant Hudson about the Texas.

One of the most interesting features of the day was the disclosure of the fact that the report of the battle, written by Admiral Schley July 6, 1888, was not the original report. The original report never has been published and in accordance with a previous decision the court today declined to allow it to go into the record. Admiral Schley was allowed to explain, however, that Admiral Sampson declined to receive the first report because it did not mention the presence of the cruiser New York. After he testifies to the stand the witnesses will return, of whom there are understood to be about fifteen, and it is probable that Admiral Schley's counsel will call several witnesses in rebuttal.

**LOOP SAVED THE DAY.**

**Admiral Schley Attaches Much Importance to the Turn.**

By Exclusive Wire from The Associated Press.

Washington, Oct. 30.—After cross-examination of Admiral Schley on the battle of Santiago began with a question as to what the final movement of the Brooklyn's helm was, after the enemy's guns were sighted coming out, "We were heading west by north," he replied. "First the helm was to port," Captain Cook gave the order for the turn?" "Yes."

"You regard that turn as very important, do you not?"

"I think it was the movement that decided the events of that day."

The admiral said, in response to questions, that he had not mentioned the loop in his report of the battle, but that he had done so in a letter which he had no idea ever would come into controversy. Captain Cook had given the order without orders from him except under his general instructions to close in and keep somewhere about 1,000 yards away, outside of hostile fire.

When the time came for the turn, Captain Cook, in addition to his own orders, gave the order, the admiral said, "and in a moment if the captain of the Brooklyn had failed to do so."

"Do you assume full responsibility for the turn?" "Assuming I had given the order, I am pleased with it," he replied.

Asked where he had mentioned before the beginning of this inquiry that he had during the battle given the signal "Follow the flag," Admiral Schley replied, "I think I have told you now that we had our battle line and did not recall speaking of that but I distinctly recalled giving the signal, and that it was being led for twenty minutes."

"Did the Brooklyn stand in and attempt to sink the Spanish steel in the channel?"

"I started to do just to let the other vessels to have some help. I did not know if we could get out of the channel, but I did not think they would get away."

Continuing, he said, "I had to reply to questions, while several of the vessels had failed to turn in the channel, leaving the work, after the sinking of the Vizcaya and the opening of the shore batteries. He thought that four to five hours' time the flagship had been within a range of less than 500 yards from the Spanish ships. "They took very close," he said.

When the Spanish ships succeeded in getting out of the channel without being sunk in accordance with orders, what alternative was there but to chase them?"

"There was no alternative, no other course was open, but much depended upon the character of the chase. Whether it was made in the night, or the day, or the open sea, or the shore batteries. He thought that four to five hours' time the flagship had been within a range of less than 500 yards from the Spanish ships. "They took very close," he said.

The admiral said, in reply to questions, while several of the vessels had failed to turn in the channel, leaving the work, after the sinking of the Vizcaya and the opening of the Brooklyn and the Oregon, the Brooklyn and the Oregon, he could not follow the pace set by the Spaniards.

At that point, Captain Lemuel introduced the following paragraph from Admiral Schley's report of the battle, dated at Guantánamo, July 6, 1888:

"Upon reaching this place and holding conference with several of the captains who, I suppose, had not yet come up, I found that the month of July was not effective for me to make the shore batteries. He thought that four to five hours' time the flagship had been within a range of less than 500 yards from the Spanish ships. "They took very close," he said.

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