

COURT CENSURES SCHLEY

Majority Report of Board of Inquiry Adverse to Him.

CONDEMNED ON ELEVEN COUNTS

Charged With Insubordination and Failure to Perform Duty—Admiral Dewey, in Minority Report, Sustains the Hero of Santiago.

Washington, Dec. 14.—The most prolonged, interesting and important naval tribunal ever held in this country came to a close yesterday, having in open and secret session lasted one week short of three months, when Secretary Long was handed the findings of the court of inquiry into the conduct of Rear Admiral Schley during the Santiago campaign. For seven weeks the court heard testimony, and for fully a month it deliberated upon that mass of evidence, finally reaching the conclusions announced. The result was a complete surprise, and it is probable that no prophesy has approached the truth. Instead of one report there are two. Both are signed by George Dewey, president, and Samuel C. Lemly as judge advocate. This is a form said to be recognized in all courts of inquiry, the signatures of the other members not being necessary. But it is explained that Admiral Dewey signed the second report, a minority report, to express his qualification of, or dissent from, the views expressed by the court comprising, beside himself, Admirals Benham and Ramsay, in the first report.

The majority report condemns Admiral Schley on 11 points, while Admiral Dewey sustains him in most particulars.

Majority Report.

The majority report, in which Admirals Benham and Ramsay concur, finds as follows:

Commodore Schley in command of the flying squadron should have proceeded with utmost dispatch off Cienfuegos and should have maintained a close blockade of that port.

He should have endeavored, on May 23, at Cienfuegos, to obtain information regarding the Spanish squadron by communicating with the insurgents at the place designated in the memorandum delivered to him at 8:15 a. m. on that date.

He should have proceeded from Cienfuegos to Santiago de Cuba with all dispatch and should have disposed his vessels with a view of intercepting the enemy in any attempt to pass the flying squadron.

He should not have delayed the squadron for the Eagle.

He should not have made the retrograde turn westward with his squadron. He should have promptly obeyed the navy department's order of May 25.

He should have endeavored to capture or destroy the Spanish vessels at anchor near the entrance of Santiago harbor on May 29 and 30.

He did not do his utmost with the force under his command to capture or destroy the Colon and other vessels of the enemy which he attacked on May 31.

By commencing the engagement on July 3 with port battery and turning the Brooklyn around with port helm Commodore Schley caused her to lose distance and position with the Spanish vessels—especially with the Vistaya and Colon. The turn of the Brooklyn to starboard was made to avoid getting her into dangerous proximity to the Spanish vessels. The turn was made toward the Texas and caused that vessel to stop and back her engines to avoid possible collision.

Admiral Schley did injustice to Lieutenant Commander A. C. Hodgson in publishing only a portion of the correspondence which passed between them.

Commodore Schley's conduct in connection with the events of the Santiago campaign prior to June 8, 1898, was characterized by vacillation, dilatoriness and lack of enterprise.

His official reports regarding the coal supply and the coaling facilities of the flying squadron were inaccurate and misleading.

His conduct during the battle of July 3 was self-possessed and he encouraged, in his own person, his subordinate officers and men to fight courageously.

Minority Report.

Admiral Dewey in his report says: In the opinion of the undersigned the passage from Key West to Cienfuegos was made by the flying squadron with all possible dispatch, Commodore Schley having in view the importance of arriving off Cienfuegos with as much coal as possible in the ships' bunkers.

The blockade of Cienfuegos was effective.

Commodore Schley in permitting the steamer Adula to enter the port of Cienfuegos expected to obtain information concerning the Spanish squadron from her when she came out.

The passage from Cienfuegos to a point about 22 miles south of Santiago was made with as much dispatch as was possible while keeping the squadron a unit.

Commodore Schley was the senior officer of our squadron off Santiago when the Spanish squadron attempted to escape on the morning of July 3, 1898. He was in absolute command and is entitled to the credit due to such commanding officer for the glorious victory which resulted in the total destruction of the Spanish ships.

No Further Proceedings.

It is said at the navy department

there will be no further proceedings in this celebrated case on the department's initiative. Secretary Long and Judge Lemly positively declined to discuss the findings in any phase. The secretary received the report at 5 p. m. and he has not yet acted upon them. It is probable that he will simply append his signature with the word "approved" to the whole record. The court itself recommends no further proceedings owing to the lapse of time.

Schley Hears Reports.

A representative of the Associated Press conveyed the first information of the findings of the court to Admiral Schley. He was seated in the public reception room of a hotel chatting with several friends and evinced no signs of nervousness over the outcome. When the conclusions of Admiral Schley were read to him Admiral Schley showed his pleasure and it was evident from his manner that he regarded the statement from Admiral Dewey as a vindication of his cause. He declined to make any statement concerning the court's findings, and, excusing himself from the little company which had gathered about him, went to his apartments, where Mrs. Schley had been anxiously awaiting to hear the court's decision.

RAYNER IS DISAPPOINTED.

Will Urge Schley to Fight Decision by Every Appeal Possible.

Baltimore, Dec. 14.—Isidor Rayner showed keen disappointment when the findings of the court of inquiry were communicated to him. He announced that he would go to Washington as soon as his engagements will permit, and he will counsel Admiral Schley to fight the case to a finish by every appeal that is possible.

In an interview he said: "I think the country will almost unanimously accept Admiral Dewey's judgment. The testimony was so overwhelming on most of the specifications in favor of Admiral Schley that I must confess I am at a loss to understand upon what fact or upon what evidence of the witnesses the other two members of the court reached their conclusion. I am absolutely satisfied that the opinion of the two judges is at total variance with the opinion of the country and that this will not by any means terminate the controversy. I shall advise the admiral to fight it to a finish, to open it by every appeal that is possible, congressional or otherwise, and I believe that the sentiment of the whole country will uphold him in his resolve not to let the judgment stand."

TARIFF FOR PHILIPPINES.

House Will Vote on the Measure Next Wednesday.

Washington, Dec. 14.—The house, after less than an hour's session, adjourned until Tuesday. The bill to temporarily provide revenue for the Philippine islands was reported by Payne and by unanimous consent an order for the consideration of this bill on Tuesday and Wednesday was adopted, debate to close at 4 p. m. Wednesday when the bill will be put on its passage. It re-enacts the old commission rates. The announcement of the death of the late Representative Brosius (Pa.) was made by Cassell, his successor.

The Philippine tariff bill, as finally reported, is a substitute for the original Payne bill, which, however, it follows throughout except in a few minor particulars and the addition of a proviso to section 5, that all articles subject under the laws of the United States to internal revenue tax, or on which the internal revenue tax has been paid, and which may under existing laws and regulations be exported to a foreign country without the payment of such tax or with benefit or drawback, as the case may be, may also be shipped to the Philippine islands with like privilege. Where imported materials on which duties have been paid are included in articles produced in the United States there shall be allowed on the shipment of such articles to the Philippine archipelago a drawback equal in amount to the duties paid on the materials used, less 1 per cent of such duties.

FOR EXTRADITION OF TAYLOR.

Representative Robinson Presents a Bill to Secure Return to Kentucky.

Washington, Dec. 14.—Representative Robinson of Indiana introduced two measures designed to secure the extradition of ex-Governor Taylor of Kentucky from Indiana, where he is said to be sojourning, to Kentucky, where he is wanted in connection with the Goebel tragedy. One of the measures is for an investigation whether the governor of any state is justified in refusing to recognize extradition papers from the governor of another state. The other measure provides that in case a governor refuses to recognize extradition papers they may be executed by a United States marshal.

Wreck on Great Northern.

Anaconda, Mon., Dec. 16.—A special to the Standard from Kallspeil says that Otto Erickson was the only man killed in the Great Northern wreck near Essex, Mon. In all 19 passengers are reported injured. The cause of the wreck is believed to have been the spreading of the rails. The debris caught fire, but the flames were put out by the uninjured passengers. There is said to have been much looting during the excitement.

Fireman Killed in Wreck.

Freeport, Ills., Dec. 16.—A freight train, a light engine and a wrecking train came into collision on the Chicago Great Western railroad at Bolton, five miles from here, yesterday. F. M. Riley of Dubuque, fireman of the wrecking train, was killed.

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WYOMING'S WORST STORM

Blizzard Pronounced Most Disastrous Ever Known.

MANY HERDERS ARE MISSING.

At Least Ten Persons Believed to Have Perished on the Ranges—Railroads Finding It a Hard Task to Keep Trains Moving.

Cheyenne, Dec. 17.—The severe snow and wind storm which set in a week ago, and which has been accompanied by the coldest weather seen in this state for many years, is still raging and the situation becomes more alarming.

Reports from the ranges say that the present storm is the worst that ever visited this section of the country and that if it continues for another 24 hours the losses will be heavy.

The loss of life in Wyoming due to the blizzard is probably in excess of ten persons. Five persons are known to have lost their lives. Of these three were herdsmen, one a railroad man and the other a woman.

Five herdsmen were reported lost near Point of Rocks and as their dogs have come to town the men undoubtedly perished.

A civil engineer named Hemingway, who left Casper several days ago to visit a ranch, got lost and searching parties are scouring the prairies for him. His friends believe he is dead.

The railroads are keeping their lines open to traffic with much difficulty and a blockade is threatened.

Reports received from the ranges in southern Wyoming tell of the demoralization of the sheep business, flocks being scattered in all directions and the herdsmen dead and missing. No one can live long out of doors in such a storm as is now raging throughout the state and when the blizzard subsides it is expected that bodies of dead herdsmen will be found at numerous points in the Red Desert country, where a number of flock tenders are now reported missing.

Great Havoc Among Sheep.

Green River, Wyo., Dec. 17.—Andrew Christenson, who runs 3,500 sheep north of Green River, reached here and reports that all flocks in that section are lost, together with a number of herdsmen. The storm, he says, was the worst he ever saw in this state. He believes the loss among sheep will be heavy.

ASSAULTED BY OFFICIALS.

Lieutenant Governor of Montana Refuses to State Cause for Deed.

Missoula, Mont., Dec. 17.—James Blockley, T. B. Plunket and Theodore Booth, strangers in this city, while returning to their hotel from a party given by Mrs. Frank Higgins, mother of the lieutenant governor of the state, were waylaid by three men. Booth was a traveling salesman from Detroit and sustained a fractured skull and may die. His companions were unhurt. The sensational feature of the assault lies in the fact that Lieutenant Governor Higgins was one of the assaulting party and was assisted by his brother, who is a deputy state game warden. Higgins admitted that he participated in the assault, but refused to discuss it other than to say it was deserved, and presumably grew out of some occurrences at the Higgins party.

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ABANDON THE ARCH SCHEME.

Naval Memorial Given Up on Account of the Schley Controversy.

ONLY SIX VOTES AGAINST IT.

Hay-Pauncefote Agreement is Ratified by Senate.

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There were no sensational incidents during this entire time. The debate was confined exclusively to a discussion of the merits of the agreement and the policy of its provisions.

The principal speech of the day was made by Senator Teller, in opposition to the treaty, and he was followed in rapid succession by 12 or 15 other senators, who spoke briefly either for or against the motion to ratify.

Senator Clay was one of the southern senators who spoke in advocacy of the treaty. He contended that the treaty should be ratified because it secured the abrogation of the Clayton-Bulwer treaty.

Senator Mason made a strong plea for the treaty, expressing his gratification that American diplomacy had succeeded in securing a triumph as with this treaty over the original Hay-Pauncefote agreement.

Senator Bacon's speech was made in connection with a motion to amend the treaty. In presenting this amendment he said that he was in favor of a canal and would vote for the treaty with the Davis amendment. He opposed the treaty because he did not believe it would give the United States full control of the canal. He said Great Britain rejected the amended Hay-Pauncefote treaty, but sent us another treaty about identical with the former treaty as amended, except as regards the Davis amendment. He considered that fact the most important feature of the whole controversy.

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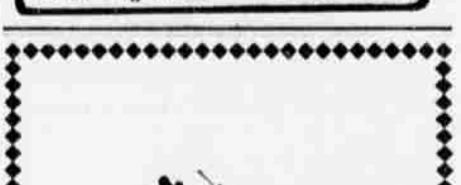
will do for every woman what it did for the Minnesota mother who writes the above letter. Not to use it during pregnancy is a mistake to be paid for in pain and suffering. *Mother's Friend* equips the patient with a strong body and clear intellect, which in turn are imparted to the child. It relaxes the muscles and allows them to expand. It relieves morning sickness and nervousness. It puts all the organs concerned in perfect condition for the final hour, so that the actual labor is short and practically painless. Danger of rising or hard breaths is altogether avoided, and recovery is merely a matter of a few days.

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