COTTON TELLS OF COALING

Former Commander of Cruiser Harvard Gives Testimony in Schley Case.

REYNER TO BE JUDGE WILSON'S SUCCESSOR

Schley Announces That He Has Made His Selection of Additional Assistants, Also—More Maps Appear.

WASHINGTON, Sept. 25.—Two new witnesses were introduced in the Schley court today. They were Admiral Cotton, who commanded the auxiliary cruiser Harvard, and Captain Wise, who commanded the auxiliary cruiser Yale during the Spanish war. Both these vessels were used as scouts and both came up with the flying squadron off Santiago on May 27 before the retrograde movement to Key West was begun.

Admiral Cotton testified that he had gone by Admiral Schley's flagship on that day to take dispatches to him, and he said at first that he gave him four or five dispatches addressed to the commander of the squadron. He afterward modified this statement, saying that probably all but two of these dispatches were addressed to himself (Admiral Cotton), but that they contained information which he thought should be in Admiral Schley's possession. One of these was a copy of a dispatch from Admiral Sampson which had not been printed in the official records, stating that the Spanish fleet was at Santiago.

Merrimac Could Have Supplied Fuel.

He also said that the coal could have been taken from the Merrimac on May 27, the day that the retrograde movement to Key West was begun, for the purpose of coaling.

Captain Wise testified that on May 27 he had signaled Captain Philip of the Texas his opinion that Cervera was inside the harbor at Santiago, but this was ruled out.

During the day Admiral Schley said he had selected Mr. Rayner as his chief of counsel to succeed Judge Wilson.

Mr. Reyner stated that if it became necessary in the preparation or abstracting of the voluminous documents in the case to employ assistant counsel or if he should be unavoidably absent at any time that proper arrangements will be made for that purpose.

Charts of the Battle.

The wall back of the court was adorned today with a chart on a large scale showing the ground site of the battle off Santiago on July 3. The southern coast of Cuba in the vicinity of Santiago was plainly marked and the points at which the Spanish ships went to the bottom were all indicated in plain lettering. There were also a number of transparent charts which had been prepared over night sitting about in the rear of the room and which were intended to illustrate various phases of the Santiago campaign. All these had been prepared with a view of expediting the work of the court and all were on a large scale.

The first witness called today was A. B. Claxton, the machinist on board the Texas, who had begun his testimony when the sittings of the court were so abruptly terminated yesterday morning by the death of Judge Wilson.

Before Mr. Claxton took the stand Commander Hellner was recalled to make verbal corrections in the official copy of his testimony. He said he had several corrections that he desired to make. In one case he was recorded as giving the "bearing and the distance" of the Brooklyn. He said he had given the bearing and not the distance. He made various other changes, but they were not material.

Engines Are Reversed.

Mr. Claxton said on July 3, 1898, he had been on duty in the engine room of the Texas. The engine indicator had called for full speed ahead early in the morning, which had, within an hour after the beginning of the action, been changed to "full speed astern." To his knowledge there had been no signal for the reversal of the engines. He said that he had been excused from service in the engine room, but still he knew that the engines were reversed for about two minutes.

Mr. Claxton was not questioned by Mr. Rayner.

Admiral Cotton Called.

Rear Admiral Cotton, now commanding the Norfolk navy yard, who commanded the auxiliary cruiser Harvard during the Spanish war, was the next witness. He told of meeting the flying squadron under Commodore Schley off Santiago on May 27, 1898, and said that on that date he had delivered dispatches to the then commodore from Admiral Sampson and the Navy department. He had, he said, boarded the Brooklyn about 10:30 o'clock. The weather was then moderate and he had had no difficulty in going aboard the Brooklyn from his boat.

Admiral Cotton said, in response to a question from Captain Lemly, that the vessels of the fleet could have coaled where they were on the 27th, at some time during that day. As indicative of the condition of the sea, he said he had used a cockle shell boat in going from the Harvard to the Brooklyn and had worn a white uniform.

"Was anything said at this time about going to Key West for coal?"

"Did you state in specific terms that you agreed with Commodore Schley as to the difficulty in coaling?"

"The question was not discussed and I expressed no opinion."

Dispatch of May 25.

In response to further questions, Admiral Cotton said that he had the original translations of the cipher dispatches addressed to Harvard. The dispatch of May 25 was then read to him as follows:

WASHINGTON, May 25, 1898—Harvard, St. Nicholas Mole, Hayti: Proceed at once and inform Schley and also the senior officer present off Santiago as follows:

All department's information indicate Spanish division is still at Santiago. The department looks to you to ascertain facts and that the enemy, if therein, does not leave without a decisive action. Cubans familiar with Santiago say that there are landing places five or six nautical miles west from the mouth of harbor and that there insurgents will probably be found and not the Spanish. From the surrounding heights one can see every vessel in port. As soon as ascertained, notify the department whether enemy is there. Could not squadron and also Harvard coal from Merrimac leeward of Cape Cruz, Gonaives channel or Mole Haiti? The department will send coal immediately to Mole. Report without delay situation at Santiago, Cuba.

Dispatches Changed.

Mr. Rayner called attention to the fact that there were some material changes in the dispatches as printed in the official reports by the Navy department.

Admiral Schley's reply to these dispatches dated May 29, in which he said he could not obey the orders of the department, was then read and Mr. Rayner pointed out various changes in the language of the dispatch as printed in the official report. He addressed the court briefly concerning these changes.

He said that Admiral Schley had spoken of the weather as "boisterous" and that that word had been omitted from the printed copy of the dispatch. He also stated that whereas, the admiral had said that 9,500 tons of coal would be necessary, the printed copy made it 10,000 tons. It was also stated in the original that Harvard was going to Port Royal, whereas Kingston had been inserted in the printed copy. There also were other changes.

Following is the text of the original dispatch sent to the Navy department:

"Received dispatch of May 26, by Harvard, off Santiago de Cuba. Merrimac's engine is disabled and it is helpless; am obliged to have it towed to Key West. Have been absolutely unable to coal Texas, Marblehead, Vixen and Brooklyn from collier owing to very rough seas and boisterous weather since leaving Key West. Brooklyn is the only one in squadron having more than sufficient coal to reach Key West. Impossible to remain off Santiago in present state of coal account of the squadron. Not possible to coal to leeward of Cape Cruz in summer owing to southwest winds. Harvard just reported to me it has only coal enough to reach Jamaica, and it will proceed to Port Royal; also reports only small vessels could coal at Gonaives or Mole, Hayti. Minneapolis has only coal enough to reach Key West, and same of Yale, which will tow Merrimac. It is to be regretted that the department's orders cannot be obeyed, earnestly, as we have all striven to that end. I am forced to return to Key West via Yucatan channel for coal. Can ascertain nothing concerning enemy. Was obliged to send Eagle to Port Antonio, Jamaica, yesterday, as it had only twenty-seven tons of coal on board. Will leave St. Paul here. Will require 9,500 tons of coal at Key West."

Beall Offers to Go Ashore.

Admiral Cotton then related a conversation he had had with Admiral Schley concerning a proposition of Lieutenant Beall of Harvard to go ashore and put himself in communication with the Cuban insurgents. He could not, he said, recall the exact words of the conversation, but at all events Mr. Beall had not been ordered ashore.

Judge Advocate Lemly then asked: "After you delivered the order and prior to the dispatch which he delivered to you to be sent to Kingston, what efforts did he make to locate Cervera's fleet to your knowledge?"

"None to my knowledge."

"Did he, with his squadron, at that time approach Santiago?"

"He did not. I will qualify that to this extent. The vessels were not, of course, at anchor; they were moving about and there were directions for movement toward the harbor of Santiago."

Judge Advocate Lemly then started to read dispatches received by Admiral Cotton from Admiral Schley, delivered by Scorpion.

Rayner Raises Objection.

Mr. Rayner objected to the reading of these dispatches unless Admiral Sampson's dispatch, No. 7, to Admiral Schley, should also be read, "as," he said, "Admiral Schley's orders were based on that."

At this point Captain Parker remarked that this dispatch could not be found. To this remark Captain Lemly took exception, saying that it was out of place for counsel to make such comment. Admiral Dewey sustained the objection.

The order of Sampson, the letter known as the "Dear Schley" letter, was then read.

Mr. Rayner attempted to have Admiral Cotton say that his conversation with Admiral Schley concerning Lieutenant Beall's proposition to go ashore and communicate with the insurgents, had occurred on the 31st instead of the 27th of May. The witness said that this might possibly be the case, but that to his best recollection the conversation occurred on the 27th. Mr. Rayner explained that Admiral Schley had on the 31st, sent another man ashore to communicate with the insurgents, which would explain Admiral Schley's declination of Lieutenant Beall's proposition.

Sure of Date of Proposal.

Mr. Hanna asked Admiral Cotton concerning certain dispatches received by him on May 25. He said he had received a dispatch on that date from Admiral Sampson, telling him that the Spanish squadron was at Santiago and to proceed there and communicate with Admiral Schley. The witness read a copy of the dispatch, which he had retained, and said that if he had ever given it to Admiral Schley it had been on May 27.

Mr. Rayner here raised the point that the document read was a copy and not the original. He also called attention to the fact that the document had not been printed in the official reports of the Navy department.

An animated controversy followed, in which Mr. Rayner commented upon the (in his opinion) inaccuracy of the department reports. He demanded the original dispatch, saying: "This is an inquiry and not a prosecution and you are here to protect and vindicate Admiral Schley as much as we are."

Ultimately the original cipher dispatch was found and Mr. Rayner then said that he would accept the copy which Admiral Cotton said had been made by Lieutenant Beall.

Captain Wise Testifies.

At 3:25 Admiral Cotton was excused and Captain C. Wise, who was in command of the auxiliary cruiser Yale during the war, was called to the witness stand. He told of his reconnoitering about Santiago harbor May 22, previous to the arrival of the flying squadron. He said he had not been able to see anything of the Spanish fleet.

Captain Wise said that when, on May 27, he approached the flying squadron twenty-one miles off Santiago the fleet had started on its retrograde movement. He came up with Texas and exchanged signals with Captain Philip, telling him that he believed the Spanish squadron to be inside the harbor there.

Mr. Rayner objected to this testimony as conversation between Captains Wise and Philip affecting Admiral Schley.

The court sustained Mr. Rayner's objection and put some questions of its own, which with the answers, were as follows:

"What information had you to lead you to believe the Spanish squadron to be at Santiago May 27?"

"The same information that was received from the Navy department. I will state that if they were there on May 20 they did not leave. I am perfectly satisfied they did not leave whilst we were there."

Judge Advocate—I am reminded by this court that this refers particularly to information that you have.

"I received my dispatch from the Navy department on May 20 that the Spanish squadron had arrived on May 19 in Santiago."

"Had you any personal knowledge?"

"No."

By the Court—Did you report to the senior officer present the information on which you based your belief respecting the loestion of the Spanish squadron on that date?

"As stated first, I was intercepted by the order from Commodore Schley from Vixen to take Merrimac in tow. Captain Sigsbee of St. Paul immediately went on board. Brooklyn was a mile and a half ahead. It immediately went to Merrimac and made preparations to take it in tow. And so far as my communicating with Commodore Schley, no."

The judge advocate, at Admiral Dewey's instance, invited attention to the dispatch as follows:

WASHINGTON, May 20, 1898.—Yale, care American Consul, Cape Haytien: Inform every vessel off Santiago de Cuba flying squadron is off Cienfuegos and that orders have been sent today to proceed in all possible dispatch for Santiago de Cuba.

LONG.

The court asked why that order was not carried out.

Captain Wise said in reply: "I informed St. Paul, Harvard and Minneapolis and I notified Captain Phillip of the same thing."

The court then adjourned until 11 o'clock tomorrow, saying it would hold only one session tomorrow and would take a recess.

DANIEL WEBSTER CENTENARY

Great American's Graduation at Dartmouth One Hundred Years Ago.

HOW THE EVENT WILL BE OBSERVED

Cornerstone of a Memorial Hall to Be Laid—Epochs in the Life of the Eminent Statesman.

Dartmouth college celebrates today the centennial of the graduation of Daniel Webster from that institution. This afternoon the cornerstone of Webster hall, the new administration and memorial building, will be laid by Samuel Appleton, the only living grandchild of Webster. The exercises will close with a banquet at which several eminent citizens are scheduled for addresses, including Edward Everett Hale, Chief Justice Fuller, Senator Hoar and the governor of New Hampshire.

The event to be commemorated naturally brings to mind the career of one of the greatest of American statesmen: Born in Salisbury (now Franklin), New Hampshire, on the 18th day of January, 1782, Daniel Webster gave little promise of developing into the splendid mental and physical vigor that were so prominent in his later years. His father, Ebenezer Webster, had been so hard pressed struggling for mere existence on the New Hampshire hills in his boyhood that he had never been able to give himself much "schooling," but he was by no means an ignorant man. He was strong in body and daring in temperament and he had just attained his majority when the great French war broke out. He became a soldier and a fearless Indian fighter, and when the war was done he settled down to the career of a farmer in New Hampshire. Building himself a log house on the edge of what was then a wilderness he married and brought his young wife to it. Here they endured toil and hardship together for ten years when Mrs. Webster died, and within a year Ebenezer Webster married again, and his son Daniel was the son of the second wife, whose maiden name had been Abigail Eastman.

A Revolutionary Father.

When the war with England began Ebenezer Webster's patriotic spirit ran high and he raised a company of 200 men and marched to Boston with them to join the forces there. It is said that he was one of the most splendid looking men of his day—tall, dark and of noble figure. He made such an impression on Washington that it is on record that Washington said to him: "Captain Webster, I am sure that I can trust you."

Daniel was the ninth child of his father, and when he was born the neighbors wondered how it happened that he should have been such a frail little fellow when his father was such a splendid specimen of physical vigor and his mother a sturdy woman whose other children were well and strong. No one suspected the hidden physical power in the little Daniel, nor did it develop much during the years of his boyhood. And as for the splendid gift of oratory that thrilled the world in later years, there was no trace of it at all in his early school days. He was so timid and self-conscious that he could not emulate the example of the other boys and "speak pieces" for the edification of visitors when he was in school. And yet such talent as was within the boy could not be concealed, and when he read in school or aloud at home it was noted that he had a beautiful voice and that he gave wonderful expression to anything he read. His father began to understand that his boy was of no ordinary mental capacity and he determined that he should have as good an education as possible. So it happened that when Daniel was about 16 years of age he was sent to Exeter academy to school. He made rapid progress in his studies and during the next year his father took him to Boscawen to put him under the instruction of a learned minister, Rev. Samuel Wood. His father now imparted to Daniel the joyful news that he was to go to college. The information made such an impression on the knowledge-loving boy that he literally wept for joy.

Beginning Professional Life.

Webster was admitted to the bar in 1805 and he returned to New Hampshire and opened an office in the town of Boscowen. His income did not exceed $500 or $600 a year, but that was regarded as a very creditable sum for a young lawyer to earn in those days.

In 1808 Webster was married in Salisbury to Miss Grace Fletcher, the daughter of a minister, and he took his bride to Portsmouth to live. Mrs. Webster was a beautiful and refined woman and the home life of Mr. Webster was a very happy one. In 1813 Webster was elected to congress, where he came into contact with the most brilliant minds of that day and where he attracted great attention by his oratory and his mental vigor and power.

Mr. Webster moved from Portsmouth to Boston in the year 1816 and when he retired from congress the next year he resumed his law practice, his income increasing from $2,000 a year in Portsmouth to $20,000 a year in Boston. But his prosperity was saddened by the death of his oldest child, a little girl to whom he was devotedly attached. Each year brought Webster increased fame and by the year 1820 he was regarded as the greatest orator of his day. It was in this year that he delivered his famous Plymouth oration commemorating the 200th anniversary of the landing of the Pilgrims. This wonderful oration was printed and it produced something of a literary sensation. John Adams called Webster "the most consummate orator of modern times."

Another of Webster's orations that created a profound sensation was the one delivered at the laying of the cornerstone of Bunker Hill monument in 1825. Then came the famous eulogy upon Adams and Jefferson and other orations that sustained the reputation he had made at Plymouth.

Work in Congress.

In 1823 Webster again took his seat in congress, and he retained his seat for the next six years, increasing his reputation at home and abroad as one of the greatest of living American statesmen. In January, 1828, there came a great sorrow to Webster in the death of his dearly loved wife. This was a blow that almost prostrated him for a time, but he sought consolation in hard work and in caring for his motherless children. It was on January 26, 1830, that Webster made his famous "Reply to Hayne," in which he reached the highest pinnacle of his fame as an orator and a thinker.

Webster's second wife was a Miss Leroy of New York. His political ambitions had now risen so high that he had his eye on the presidential chair, and he hoped to receive the nomination that Henry Clay received. Again he sought the presidency in 1836, but he did not receive the nomination, much to his disappointment and chagrin. In the summer of 1839 Webster went to Europe with his family and he received a great deal of attention. He hoped to receive the nomination for the presidency in the year 1840, but was again doomed to disappointment, the nomination having been given to Harrison. On the election of Harrison, Webster became secretary of state, a position he filled with great credit to himself and his country.

Webster had purchased a farm at Marshfield before the death of his first wife and when his duties as secretary of state were done he retired to his farm, which was within an hour's ride of Boston, determined to withdraw from political life, but he again entered the senate and resumed his interest in the political affairs of the country. In 1850 Webster again took up the duties of secretary of state under President Fillmore, whom Webster hoped to succeed as president, but again he was doomed to disappointment.

Falling Shadows.

In the summer of 1852 Webster's health rapidly declined and early in September he went to his beautiful farm in Marshfield. Early in October it became apparent not only to his friends, but to Webster himself that his days were almost numbered and that he must "set his house in order" for his final departure. He died at 3 o'clock on Sunday afternoon, October 24, 1852, fully conscious that the end was at hand. He took an affectionate leave of his family, his servants and his friends. Then he said: "On the 24th of October all that is mortal of Daniel Webster will be no more!" A little later he said solemnly: "Heavenly Father, forgive my sins and welcome me to Thyself, through Jesus Christ." After midnight he roused himself from a troubled sleep and said: "I still live." They were his last words.

The funeral of Webster occurred on the 29th of October and it was attended by fully 10,000 people, many of the most illustrious men in the country being present. He was laid to rest in the little cemetery not far from his home by the side of his wife and children.

DO YOU WEAR A FROWNER?

New Woman Has a New Wrinkle to Cure Wrinkles.

In the halcyon days of the south, when time was no object with slaves and fair ladies scorned even to pick up their own handkerchiefs, there was felt among la haute societe a common dread. It was that of wrinkles—those inevitable markings of Father Time. Then a beautiful complexion was esteemed to be one of woman's greatest charms. The sunburned golfer had not come flamboyantly into fashion, nor was the "literary wrinkle"—one deep crease between the eyebrows—looked upon with favor; neither had the ruddy coloring, the charm of today, while reddened arms exposed by rolled-up shirt sleeves would assuredly have been regarded as extremely vulgar.

A delicate skin was the supreme desire of every well born woman, and considered half the battle in wining a lover. In the privacy of her own chamber, therefore, she engaged in such small arts as would enhance this beauty, the most efficacious being a strip of white ribbon or a soft handkerchief tied tightly about her forehead, that it might prevent it from puckering, or falling into set lines, as she sat reading or thinking. To further aid in smoothing out the brow the band was diped in cold water. Often she slept at night with this band tied firmly about her head.

In these days of ultra modernness the subject of wrinkles is still one of vast importance and a new preventive has been evolved. It is called by the suggestive name of "frowner" and consists simply of a rather stiff bit of white paper about the size and shape of a postage stamp and having on its back a similar coating of gum. Especially is it designed as a preventative of the wrinkles between the brows or at the corners of the eyes, and in these places, after being moistened, these should be pasted whenever one is about to engage in some occupation that causes the habit of "wrinkles."

At the fashionable shops of large cities frowners are now as regularly on sale as almost any other accessories of the toilet. Many, however, prefer to make them at home, a process simple and inexpensive. It has also been found by those who are ingenious that it is best to cut them circular in shape instead of square, as they leave less of a trace when removed. Heavy writing paper from which to fashion them is available to all and a little dissolved gum arsenic will stick them on good and tight.

CUBA'S WOMEN ARE DOMESTIC.

They Make Model Wives and the Fondest of Mothers.

The Cuban woman of high class is the ideal wife and mother, relates a correspondent of the New York Sun. No advanced notions have as yet found their way into the beautiful homes of the island, although the young women of the less aristocratic families have speedily absorbed the knowledge of their ability to compete with their brothers in the trades and professions. But the grande dame remains delightfully womanish. Her children, her husband and her home follow each other in the gamut of her affections, for, above all, the Cuban woman is a mother.

The casual visitor to Cuba's capital does not come into contact with the women of position in Havana. They cannot be called women of fashion or of society, for in neither of those particulars do they shine. But in their homes, guarded most exclusively from promiscuous acquaintance one is confronted with an exquisite simplicity and sincerity not always associated with the feminine sex of other nations. And these two qualities may be said to constitute their chief charms.

The fashionable residence section of Havana lies along the idalo, a beautiful road that stretches from the foot of the Prado by the very shores of the great, blue Mexican gulf. Here one sees country villas surrounded by gardens of wonderful beauty laid out in the French style. There are great cocoanut palms, dazzling fountains and graceful vine-grown arbors and gates. The gay tropical bloom of the country makes brilliant spots of color amid the green. To those fonder of the wild luxuriance of the old-fashioned garden these mathematically arranged parterres do not at first appeal, but as an example of the perfection to which this sort of gardening can be brought and as a specimen of floral perfection in the way of bloom and foliage the Cuban garden rivals even the stately terraces of Newport with their hedges of hydrangea blossoms.

The living room of the Cuban house is the central court, around which all the finer houses are built. The court has a flagged or tiled flooring and its roof is the sky. Here a fountain plays, palms tower many feet high and during the warm midday the Cuban senoras and senoritas enjoy their siestas upon rattan couches or in grass hammocks. For the warmest admirer of the Cuban woman cannot call her industrious in the usual acceptation of the term. Scrupulously neat and dainty, the toilet occupies much of her time. Then the care of her children, never left entirely to nurses, and her household engross her, but she is delightful relief from the woman of housekeeping affairs who gets lines in her forehead over the silver and dish towel lists.

The Cuban woman knows nothing of the servant problem, for the servants in Cuba are part of the family and sometimes one finds three generations in service in one home. They are devoted to the interest of their employers and faithful to death in protecting the children of the house. The Cuban women rule these servants with love; they make requests of them and never give orders and the rule works admirably there, although it has been declared a failure in the north.

The visitor in Cuba always calls in the afternoon and is at once ushered into the cool courtyard. Here the mistress of the house receives in a cool muslin gown, with a rose in her hair and rarely a jewel. An American, commenting upon this bit of good taste, was told that all the fine jewel caskets of Havana had gone to defray the expenses of the war. But it is here at this hour that the Cuban woman is at her best, delightfully hospitable and informal, yet high bred to her finger tips. Frequently she procures and pours the glass of cool wine tendered the visitor and serves the cake herself, a thing surprising to the northener so used to our somewhat ostentatious flunkeyism.

If embroidery or sewing is the task which occupies her—and the Cuban woman reads little as a rule—she continues it, yet it is impossible not to feel that this simple mode of entertaining has its charm after the formal call of New York and other big cities. Many of the Cuban women are intellectually gifted. They have their poets, their musicians and accomplished scholars, but it cannot be said that the intellectual is the prevalent type.

The Cuban girl in her bringing up is so carefully guarded from contact with the world that she is singularly childlike and after her marriage and motherhood this trait often remains most marked. As an example of this the Cuban woman's most precious possession which she displays to a visitor, as an American girl athlete will her golf trophies or a belle will show her gowns and jewels, is the baby cabinet, a particularly characteristic bit of furniture in the Cuban household.

It is a closet, glass walled and doored, similar to our bric-a-brac cabinets. Here, arranged upon the shelves are the various dainty belongings of the Cuban baby and few households are without a baby in Cuba. Before its coming the cabinet is stocked as women of the north prepare the basinet or baby basket. But in the cabinet of the nursery the little coats and boots and caps are not folded demurely, but are displayed as though in a shop window, the dainty lace flounces outspread, the ribbon bows and rosettes in full evidence.

The other shelf is given to the christening robe, always plentifully flounced with rare lace that sometimes has been in the family for generations. On other shelves are the small belongings, the tiny jewels, the birth gifts of the most important personage in the Cuban home. This baby cabinet illustrates the ingenuousness of the young Cuban matron better than any instance that could be cited.

The guestroom of the Cuban house is startling to an American visitor and frequently it takes considerable time to become accustomed to the hammock netting that takes the place of a mattress. A thin pad is spread between this netting and the sheet and light counterpane. But it is the bed canopy that looks most formidable to unaccustomed eyes. All sorts of midges and flies would make the Cuban nights unbearable were it not for this closely woven much-flounced, tented canopy. Beside the bed is a little marble-topped stand, upon which is the earthen jug that keeps the water cool without ice, but which never pleases the American visitor as well as the national pitcher bearing its glacier of frozen comfort.

While the hotel cooking in Havana impresses one as being far below the ordinary in the Cuban home the cooking which is of the modified Spanish style is to be had in perfection. The service is exceptionally simple and the foods chosen are light, fish and salads being much in favor. Cooking is done in the Cuban kitchen, entirely on charcoal stoves and oil is exclusively used for frying. Grapevine leaves are the garnishing as we use parsley and cresses and the favorite dessert of Guava jelly and cheese is served on a leaf.

Then there are sweets in profusion and always the somewhat heavy coffee that accompanies every meal and is served in the afternoon as we serve 5 o'clock tea. The green salads of Cuba are an inspiration, crisp, tender and with a fragrant freshness which makes them a most tempting food in the tropical climate. The Cuban hostess dresses and serves the salad at table.

At that hour the city seems to wake, volantes flash along the Prado laden with graceful Cuban women in filmy gowns and the coquettish mantilla that they retain with their American dresses. The band plays in the public park and it is then that the Cuban senoritas may be seen with their duennas in attendance, for, married or single, the younger Cuban women are never unescorted.

While the Cuban women all have the deep eyes of their Spanish sisters, they lack their coquetry and spirit. They are almost heavy in their seriousness and pronounced domesticity. The wars that have prevailed on the island seem to have divested them of any sex frivolity.

RAILROAD'S OBLIGATION.

Significant Ruling of the Kentucky Court of Appeals.

A drunken man, in a helpless condition, boarded a freight train on a dark, rainy night, while it was standing in a deep cut. He was immediately ejected from the train and left in the cut by the train crew, who knew of his condition. They also knew that shortly thereafter a passenger train would pass over the track through the cut. The superintendent of the road and the agent at a near station were notified of the facts in time to have saved the man from danger. No precautions were taken to prevent the man from being injured and he was run over and killed by the passenger train which followed the freight. On the trial the court gave judgment for the railroad company, but on appeal the court of appeals (Kentucky) reversed this judgment and held that the facts constituted a cause of action. The court held that the law gave the right to the railroad company to eject the man, but that the manner of the ejection, the time, place and circumstances, rendered the company liable for his death. The court said: "It would be a strange doctrine of ethics and of law if an unfortunate man, on a dark, cold night, in a drunken and helpless condition, is on the track of a railway company in a deep cut, and that fact is known to the superintendent, together with the knowledge that a passenger train will soon pass over the tracks through the tunnel, and will probably kill him, that the company is not responsible if the superintendent could have avoided the injury by the exercise of ordinary care and failed to do so."

Unsound Food.

In an action to recover damages arising from fraud in the sale of unsound food for a sound price plaintiff must show that the seller knew the goods to be unsound at the time of the delivery. 39 S. E. Rep. (Ga.) 245.

Tips for Landlubbers

Yacht Racing and Nautical Terms.

The contest of rival yachts for the America's cup, which has been successfully defended by New York's nautical sports for fifty years, excites keen interest among seacoasters and seafaring people who are well up in the various phases of the game. Landlubbers well inland are interested chiefly through national pride. They, too, will watch the battle royal with patriotic eagerness no less keen because distant from the scene. To assist landlubbers in understanding the main features of the contest a few nautical tips from the New York Herald are tacked below.

The slight points of difference in these racing machines—points apparently so slight that even those fairly familiar with the contestants have difficulty in discovering them, and which to the casual observer are wholly hidden—are to the yachtsman as plain as are the forest signs to a trained woodsman. For instance, Constitution and Columbia so closely resemble each other that few outside the initiated can tell one from the other. Both have the same marble white hull, the same great towering mainmast stepped just forward of amidships, the same great bowsprit spearing out from forward, the same Matterhorn of canvas. One unfamiliar with the two might have before him a perfect technical description of each and the photographs of both and the chances are he would search the pictorial representation in vain for identification of either.

And yet there are points of dissimilarity which the trained eye will distinguish as far as it can see. The one distinguishing point in these two, which all who sail may note, is the double spread of Constitution, whereas Columbia carries only a single spreader. To make plain what a spreader is, it may be well to explain that it is a small spar extending laterally on either side of the mast for the purpose of "spreading" the shrouds and in so doing giving them greater strength and resisting power. As between the challenger and the defender there will be no need of searching out fine points of differences, as the color of the hull will indicate which is which—the one being emerald green, the other milk white. But he or she who goes down to the course in an excursion craft may still be all at sea as to which is winning the race or which comes in victorious across the finish line, as there are rules which complicate results. One yacht, for instance, will have to give the other a time allowance, and the one which to all appearances may seem the winner may, when the count is done, show up loser by so many seconds or minutes, as the case may be.

There doubtless are few finer or more inspiring marine spectacles than that afforded by two high class racing yachts struggling neck and neck for the finish line. But that is a sight one seldom has the good fortune to see, although many such heart disease finishes are promised in the coming contest; this by reason of the general belief that challenger and defender are more evenly matched than any other two that ever fought out the battle for the trophy. Even drifting matches have an exciting interest for some, but the writer, who has drifted on the flank of many of these, has never been able to extract any excitement from interests of that kind.

Coming now to the projected races these will be run over what is known as the Sandy Hook course, the victor being the yacht which wins three out of five events. The races are to be a fifteen-mile straightaway heat or run to an outer mark and back to the finish line, and a contest over a triangular course with ten miles to each leg. Like racing thoroughbreds of the turf, racing yachts have their specialties, but in the case of the latter these may be broadly summarized under the head of pointing, reaching and running.

Unquestionably a racing yacht's most admirable quality is its ability to lie close to the wind, and to sail fast when going in the direction from which the wind is coming. This is technically known as "pointing," and the yacht which can sail straightest and quickest toward the wind will, of course, beat any competitor which has not this quality of footing fast when pointing high. In pointing the main boom is laid as nearly parallel with the keel as possible, and the sheets (ropes which control the sails) are hauled aft until the sails are taut as drum heads, in which position the yacht is said to be "close hauled," and if good at this sort of going it will "eat" its way into the wind and make slanting approaches to its destination at an angle well within four compass points, or forty-five degrees.

Suppose then that at the time the first race is called the outer mark is placed due south of the starting line and that the wind is straight from the southward. The first part of the contest would naturally be a beat to the outer mark, in which case the contestants would have no opportunity of showing their respective merits in this matter of pointing. The one which can sail closest to the wind and maintain good speed will naturally be the first around the mark. Thence on will be a run, by which is meant that sheets (already explained) will be eased off or loosened, with the main boom at a broad angle to the hull. Then if the wind is not too strong the immense balloon jibs and spinnakers, great expanses of silk-like sails, are flung to the impelling breeze, and with "every stitch showing" the yachts drive before the wind to the finish line.

But it is in going over the triangular course that the best all round qualities of a yacht are brought out. The wind holding fair, it must show its paces in every point of sailing—pointing, running and reaching. In reaching, the boom is eased off at an angle, the acuteness of which is determined by the angle which the wind makes to the direction of the course. In a close reach it is little more than it is for pointing, in a broad reach a little less than in running. In reaching, a yacht, though sailing against the wind, displays greater speed than it does in going dead before it. This may sound incredible, but it is nevertheless true. For instance, it is inconceivable that a yacht going before a ten-knot breeze can go faster than ten knots, whereas one reaching on a ten-knot breeze might considerably exceed that gait.

Although very simple, the terms "starboard tack" and "port tack" confuse many. Any sailing vessel is said to be on the starboard tack when the wind is coming from the starboard, or right hand side, and on the port tack when the wind is coming from over the left, or port side. The term "running" is so plain as to tell its own story, meaning just what it says, that a vessel is "running," and, of course, before the wind, as a sailing craft can run in no other direction.

The cost of an attempt to "lift" the cup and the price of fending off such effort are particularly interesting. The statement that this cup attaining ambition of Sir Thomas will cost him in the neighborhood of a round million for this present effort alone many seem incredible at first reading, but it is not likely that his expenses will fall much below that figure, if any. The building of Shamrock, the pay and maintenance of its crew, the cost and maintenance of the magnificent steam yacht, Erin; the charter of Porto Rico, a big ocean going steamship which is to be used as a tender for Shamrock; the charter of the yacht Tillie, a pretentious steam yacht which will be employed by Sir Thomas for the use and convenience of his many guests; the charter of the big James A. Lawrence and of the launch Dufferin, must all be counted in the cost.

Writing in McClure's after the last international yacht races, Mr. Ray Stannard Baker gave some interesting figures concerning the cost of cup defenders. Speaking of Columbia, he said: "It is probable that no one outside of the builders and owners of Columbia knows exactly what it cost. It could be constructed, so a well known builder told me, for $80,000. But the Herreshoffs were given carte blanche, and the very best of everything was used in its construction, so that it probably cost, including the services of the designer, Captain 'Nat' Herreshoff, fully double that sum. The cost of Defender was about $100,000, a striking contrast with the old America, which was built for about $20,000. The famous cup-defender Puritan, built in 1885, cost about $30,000, so Mr. George Lawley, its builder, told me. It will be seen that the price of cup defenders has gone up marvelously in fourteen years. A substantial merchant vessel of the same length of water lines as Columbia, first-class in every particular, can be built and fully rigged for $12,000 or $14,000."

Schley and Lemly

Together in the Rescue of Greely.

It is not generally remembered that Captain Samuel C. Lemly, judge advocate general of the navy (who will represent the government before the court of inquiry created to look into the great sea fight at Santiago), was a lieutenant on the Thetis under Schley when that distinguished officer commanded the Greeley Relief expedition in 1884.

"Lemly was the most studious member of our expedition," comments one of the brave men who went on that perilous undertaking, in the Saturday Evening Post. "There were days when we had to move at the cautious rate of about two knots an hour. At such times some of the officers and men beguiled the tedium by shooting at walrus or at innumerable flocks of little auks. Eider ducks, brant geese and ptarmigan tempted our sportsmen whenever we were stationary in the ice-pack. Lemly seldom joined in these diversions. His spare time was consumed over ponderous leather volumes. We used to call him the anchorite. And if any of his comrades, who esteemed him highly, and were proud of his intellectual accomplishments, succeeded in getting him to shoulder a rifle occasionally, it was more to have a little friendly fun at the studious lieutenant's expense than in the hope that his indifferent marksmanship would add to the stock of game they were bagging. His mind was not on the shooting. 'Lemly couldn't hit one of Greenland's icy mountains' was a specimen of the good-natured banter provoked when the bookworm turned hunter.

"It was reserved, however, for the lawyer-lieutenant to surprise our entire crew and by one act to rise to enviable leadership among the hunters. It occurred in Melville bay. We were anchored at the edge of an ice-bar where we had disembarked Lieutenant Colwell and party to interview Eskimos and to make a search for cairns, caches, writings, or other indications of Greely's whereabouts. On the Bear and the Thetis it was a day of waiting. The weather being fair, and there being no fatal and treacherous water-blinks to be seen from the crow's nest, the crews of the two relief ships were given a holiday with the privilege of hunting for bears and seals. Several hours later one of the hunters who had separated from his mates was seen trudging over the ice toward the Thetis. Close behind, and unobserved by the sailor, strode a polar bear. The spectacle caused a commotion on board. Some of the crack shots had not joined in the chase, and here was their opportunity, they thought. It was, of course, a difficult and delicate situation, for a misdirected shot might have brought down the sailor. There was a lot of comedy in the picture, too, and this, together with the general excitement, may have impaired their marksmanship. At all events, several shots were vainly fired, the bullets sinking inglariously into the surrounding hummocks. The sailor, supposing that they were shooting birds, came on, blissfully unaware of the menace in his wake, and, fortunately for his peace of mind, not turning to look behind. The bear was gaining on him.

"At this juncture Lemly seized a rifle. Ordinarily his brother officers smiled when he took up a gun, and some say they did on this occasion, despite the seeming peril in which his action placed the unwitting sailor, but there was a look of determination in the lieutenant's face and a steadiness in his movements that disarmed interference. In the presence of danger he had ceased to be the student. His habits of concentration came to his aid. He lifted his weapon, took aim deliberately, and fired. The bear leaped and fell, shot through the heart.

"We all rushed out, then, bravely enough. Up came two cubs gazing wonderingly at their stricken mother and protector. We took them captive, and on our return to the United States presented them to the menagerie at Central park.

"Schley is a crack shot. He is equally sure, too, with carbine, rifle or revolver, but he took no part in the sport on the way north. There was too much serious business on his mind for any diversion. I never saw a man so deadly in earnest. His one thought and purpose was to effect the rescue of Greely. Schley had donned a blue shirt and had got down to a hard-working basis before we had passed Governor's island on our embarkation from New York.

"You will notice in his book, 'The Rescue of Greely,' a few pages about the crow's nest—a barrel-like arrangement attached to the foremast up against the topsail footropes. In the bottom is a trapdoor. To get to this eyrie one must climb the ratlines and then mount a Jacob's ladder. On an iron rod above the crow's nest is fixed a telescope. Schley tells how from this exalted station twine lines with colored cylindrical attachments at their lower ends were run to the bridge, and how a pail on the green meant 'starboard,' on the red 'port,' on the green and red 'steady,' and so on. He tells, too, how from this coign of vantage floes, bergs, ice-blinks, tides and curents and all the mysterious dangers of Arctic voyaging could, by the closest watchfulness, be detected, but he omits to say who kept up that ceaseless watch by day and by night. It was the commander himself. I have known him to be in that lookout forty-eight hours at a stretch. The only time he spent out of it, in fact, on the entire voyage from St. John's to Upernavik and beyond to the far desolations off Grinnell Land until he finally rescued the helpless survivors of the Greely expedition were the enforced intervals required for sleep. Even then the slightest alarm would arouse him and send him flying up the ratlines.