

SCHLEY IN BATTLE.

Guns Never Stopped Firing as Brooklyn Made Her Leap.

THE FIGHT DESCRIBED.

The Texas Was Not Endangered by "The Loop," Nor Was Its Fire Battered Either.

On Monday of last week Schley had a regular field day in the court of honor. The chief witness Lieutenant Hodgson, the executive officer of the Brooklyn during the battle of Santiago. He was a star witness for Schley.

Mr. Raynor began his cross examination by asking Mr. Hodgson whether the Marblehead had hailed the Brooklyn when the two vessels passed each other as the Brooklyn was on her way to Olanegano.

The witness replied in the negative. The examination then turned upon events about Olanegano and to reply to Mr. Raynor's inquiry Hodgson detailed these facts:

Commander Hodgson said in reply to these questions that he had seen the lights on the shore at Olanegano, which were afterward determined to be signals, but he had supposed they were signals between different arms of the Spanish forces on shore. He added that when Captain McClain arrived with information as to the meaning of the signals he was immediately dispatched to the shore to communicate with the insurgents. He said that the progress of the squadron was impeded between Chiefcargos and Santiago by the heavy weather.

Mr. Raynor then asked: "How far were you off during the blockade of Santiago, from the shore, during the day and night of May 28, 29, 30, 31?"

In response the witness said: "Early in the day time our habitual position was about six miles. In the night I think we steamed up and down in front of the harbor, a distance of about six miles."

He stated that the picket boats, the Marblehead and the Vixen, were inside the line of the fleet about midway between the line and the shore line. The witness then in response to a request from Mr. Raynor continued his testimony, describing the naval battle of July 3, from the point where he had dropped that description to Captain Lemley's request which he was on the stand Friday.

In this connection he said: "The Brooklyn did all she could. She got into action just as quick as steam could carry her there. We continued firing as soon as the first gun on the port bow could bear and we kept the port battery firing until she turned with her guns until we got all the starboard guns to bear. We got around as quickly as we could with port beam to the leading Spanish vessels, which were then the leading vessel, although the Maria Teresa probably was farther to the westward than the Viscaya. She was standing at an angle into the shore. When we got around the smoke was so dense nothing could be seen of anything in the rest of us. The three Spanish vessels were then engaged with the Viscaya, the Olanegano and the Quintero. The Viscaya was about twenty-five hundred yards on our starboard bow, the Olanegano probably was a mile forward of the starboard beam, the Quintero was about the starboard beam. We continued in that direction, when I remarked to Captain Cook that it seemed rather lonely for us out there. He was in the conning tower. He asked: "Why?"

"I said that we were all alone with the three Spanish vessels, and it seemed that it depended upon us to knock them out. At that time the smoke was so dense I could not see anything, and I supposed that the New York was going away, the Brooklyn was steaming ahead of the slower vessels. He stepped out of the conning tower and exclaimed to me: 'What's that off our starboard quarter?'"

"I looked in that direction and saw the heavy bow of a ship, and said: 'That must be the Massachusetts.'" "He said: 'No, it could not be the Massachusetts; it has gone to Olanegano.'" "I said: 'It must be the Olanegano, and he remarked: 'Don't be very glad to see her. The Oregon was at that time about 1,800 yards, four or five hundred yards (of our starboard quarter) at full speed. We continued at that position until the Brooklyn's speed began to increase as we got up steam, and we probably drew a little further ahead from the Oregon. She never was that close to us again as I remember. The Quintero, shortly after, fell out and went ashore. The Olanegano was signaling to us the fall of her

shot and he signalled to her the fall of her shot. We continued to fire with the Oregon, the Vixen and the Marblehead and we shot 8-inch shells. I remember firing one of the 13-inch shells of the Oregon for I well recall the Colonel and one of our 8-inch shells apparently fell inside of the Olanegano. At that time the Olanegano seemed to be heading south. Previously to this she had pointed her beam once or twice apparently seeking a soft spot on shore. She fired her 8-inch gun and a shell burst overboard. I pulled out my watch. It was exactly 7:15. We then ceased firing and moved down and orders were given to get out a boat. The captain was ordered to go on board to carry terms to the commanding officer of the Olanegano. On account of steam having been cut off and there being some trouble with the boat, we were some little time getting the boat out. In the meantime we had blown out and as rapidly as could be accomplished one of the officers was quickly gotten out, a crew put in. Captain Cook went in the boat and boarded the Olanegano. I think he probably had a smile and a half to pull.

"At any rate, we had our guns trained on the Olanegano at this time in case of treachery on any side of that kind on her part, although I saw her throwing black smoke overboard, I did not suspect anything of that kind."

"How far was the Oregon from the Brooklyn?"

"From 1,000 to 1,500 yards on the starboard quarter."

The witness, in reply to questions, continued his report of the battle. He said that at the beginning of the fight he had given the range at 1,400 yards, but that after the loop it was about 2,400 or 2,500 yards.

Mr. Raynor: "What was the bearing of Commodore Schley during this engagement or any engagement in which you saw him?"

"His bearing and manner, with respect to an officer of his rank and station in the naval service, were naturally those of a commander in chief of a naval force on that occasion. The witness said the commander had occupied a place on the platform around the conning tower during the engagement. This, he said, was a position of danger as the commodore was there always in full view of the enemy's ships."

"It has been stated here," said Mr. Raynor, "that the Brooklyn ran 2,000 yards away from the enemy's ships in making her loop."

The witness replied: "Any witness who made that statement although he may have stated what he thought had occurred, was also in a mistake."

"How far did she go from the enemy's vessels?"

"She must have gone about 600 yards to the southwest, as that is about the tactical distance at that speed."

"Did this turn interfere with the Brooklyn's ability to keep up her fire?"

"It did not. She continued to fire from her aft turrets."

"Did you ever see the Indiana during the engagement?"

"I did not. The smoke was very dense in the direction of the Indiana."

At this point Mr. Raynor questioned the witness as to whether he reported the collision with Admiral Dineley's ship, the Commodore was reported to have said: "Damn the Texas."

Mr. Raynor asked the witness if it was not Captain Cook who had given the order to "port helm."

The reply was that Captain Cook might have given the order to the man at the wheel.

Mr. Raynor then asked: "Did Commodore Schley give the order to port the helm?"

"He did," was the reply.

"Was the helm at port?"

"I guess so. Captain Cook says so."

An objection was made by Captain Lemley to the use of the words "I guess" by the witness, but Admiral Dineley said the form was immaterial and asked that counsel should not interrupt.

Continuing his statement in his response to Mr. Raynor's question, the witness said that when his conversation with Commodore Schley had occurred on the Brooklyn the commodore was standing on the platform around the conning tower and two or three feet from himself (the witness) and that Captain Cook, a part of the time, stood in the door of the conning tower four or five feet distant. He said Captain Cook had taken part in the conversation.

Mr. Raynor then questioned the witness very closely in regard to the language in which his colloquy was reported by the newspapers and the language used by Mr. Hodgson in his correspondence with Admiral Schley. He read the newspaper version of Commodore Hodgson's statement of the colloquy as follows:

Schley: "Hard sport."
Hodgson: "You mean starboard."
Schley: "No I don't. We are near enough to them (the Spaniards) already."
Hodgson: "But we will cut them down the Texas."

Schley: "Damn the Texas; let her look out for herself."
Mr. Raynor then had the witness scrutinize the letter which he had written to Admiral Schley on June 8 and recall from him the statement that he had not then informed the admiral that he had used the expression, "Damn the Texas."

When the witness was asked if he thought that there was any suggestion of such an expression, he replied: "When I suggested to Commodore Schley that there was danger of colliding with the Texas he said: 'Damn the Texas.'" He used the expression as not in any way condemning the Texas for being there, but as if he were irritated as one might be about anything.

Mr. Raynor asked then about the expression attributed to the witness: "She will cut down the Texas?"

Commander Hodgson replied that there was no such expression in the letter and that he never had said that the Brooklyn would cut down the Texas.

"There is a good deal in the reported colloquy that I did not say," he said. "The statement there was never made, he went on, 'but the commodore did say: 'Damn the Texas.'"

Continuing he said that the dialogue between them was courteous and that he had not used the words "Damn the Texas" at any rate, shortly afterward, the Oregon fired one of her 13-inch shells which fell short. Then we tried with 8-inch shells and they fell short. The Oregon was signaling to us the fall of her

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It was Capt. Challis who first criticized President Roosevelt for his friendliness toward the South, at the meeting of the Sons of Veterans.

Marked clippings from the Sun of the two articles mentioned were received by Capt. Challis in an envelope bearing the name of J. M. Dillall. The captain, taking it for granted that Private Dillall had sent them in reply to his anti-Roosevelt speech, promptly sprang to the attack. In an open letter to Private Dillall, a copy of which he has forwarded, he not only repeats his attack on the President and the South with increased bitterness, but also assails the Rough Riders as a conglomeration of cowboys ruffians and Broadway rascals, and intimates that the President's Confederate uncles would have been hanged if they had received their deserts.

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"I had no idea that my words would attract the attention they have done, and I fear that they were only too much deserved, for it is the struck bird that flutters, generally speaking, or to use a more expressive phrase, 'the galled jade wince.'"

"You were, I believe, a soldier of the civil war and, I assume went into it impelled by some patriotic principle and not because of a big booty or lavish promises. If you believed in the cause I would like to know your feelings when you read the following alleged letter of Theodore Roosevelt, if you did not read it, which I quote from the Hartford Times, in which I read it: (This letter, the paper stated, was written to a gentleman in Atlanta, Ga., under date of June 19, 1891.)"

"I am extremely proud of the fact that one of my uncles was an admiral in the Confederate navy and that another fired the last gun aboard the Alabama. I think the time has now come when we can all be proud of the valor shown on both sides of the civil war. In my regiment I had more men whose fathers fought in the Confederate army than I had men whose fathers fought for the Union."

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TWO HUMAN BRUTES.

American Man and Woman Found an Order FOR THE RUIN OF GIRLS.

They are Arrested and Will be Imprisoned for Life, But Richly Deserve Severe Punishment.

A dispatch from London says the hearing of the case of Theodore and Laura Jackson, alias Borrero, who are charged with conspiring to defraud women of money and jewelry by fortune telling, was resumed here Thursday.

Laura Jackson, formerly Ann Odella Dess de Bar of New York, made a strange appearance.

She wore in the dock a loose, cream colored decollete garment, resembling a surplice, over which was a pale blue silk robe which she wore when remanded, Sept. 26. Charles W. Matthews, senior counsel to the treasury, represented the treasury. He detailed the charges against the prisoners obtaining money under false pretence, procuring girls to misconduct themselves with Theodore, under the belief that it was a necessary part of their religious devotion.

"Poverty, chastity and obedience" were the watch words of the Theocratic Unity, which was also called the Purity League. Chastity, however, only applied to married people. Neophytes running the unity were obliged to vow secrecy and profess belief in the divinity of the Horros, both of whom, said Mr. Matthews, possessed mesmeric powers, especially Laura. The latter frequently interrupted counsel with loud screams of "false." A well bred woman, 25 years of age, who, the prosecution says, is the oldest of the many victims of the Horros, testified in support of Mr. Matthews' statement.

Evidence in the case was adjourned until Friday. It is probable that the police will be many sittings of the police court before the case goes to a jury.

The government officials expect the prisoners will receive life sentences.

The identity of Laura with Ann Odella Dess de Bar has been thoroughly established. Jackson is said to be a convicted confidence man. Laura Jackson conducted a vigorous cross examination in her own and Jackson's behalf.

The court was half filled with young and pretty girls waiting to testify against the couple. It has been testified that the accused were married in New Orleans in 1895, came to London in 1899, and then went to Paris and Cape Town, returning to England they established the Theocratic order here.

Hanna Sours on Them.

The Washington correspondent of the Charleston Post says: The appointment of District Attorney John G. Capers as Republican national committee for South Carolina, to succeed the late Hon. E. A. Webster, which has just been announced by Senator Hanna of Ohio, chairman of the committee, is another step in the policy of the formation of a strong Republican party in South Carolina and in the South. In the minds of many it also dispenses the idea, which certain old leaders of the Republican party, or rather, of the remnant of the Republican party, in South Carolina, have sought to spread through the country, that Senator Hanna is the chief supporter of the "organization," or the old regime wing of the party in that State.

District Attorney Capers has for years been a prominent Democrat, and is today probably the closest friend of Senator McLaughlin in South Carolina. It is not presumed, however, that the McLaughlin influence was the least thing to do with the selection of Mr. Capers for the position of national Republican committee, but, at the same time, it is apparent that Senator McLaughlin will now, in a greater degree than ever, give whatever benefit he can get in his coming campaign from the assistance of the administration, and not only that, but it is apparent that he will have the support of the Republican organization in the State in his fight against Senator Tillman, which he would not have enjoyed had Webster lived, and retained his position as the boss of the party in South Carolina.

Many are Dying.

A dispatch from Bloemfontein, South Africa, says "there are now 6,500 white persons in the various