ADVERTISEMENT.

## UNITED KINGDOM MUST NOT YIELD

On Canal Question, Says Minister Mills of Canada.

DOMINION WILL NOT SUBMIT

He Declares United States is Assuming Sovereignty Over North and South America.

New York, Oct. 30 .- David Mills, minister of justice for Canada, has an article in the November number of the Empire Review, says the Tribune's London correspondent. In it the Monroe doctrine and the inter-oceanic canal conditions under which the Monroe doctrine was proclaimed, and the Calyton-Bulwer treaty negotiated are described in detail and the conclusions are drawn that the United States government is assuming sovereignty over both North and South America; that it is striving to restrict the commerce of other states for its own advantage; that Canada will never be content to submit to any other rule than that of perfect equaliinterests must not be sacrificed by the United Kingdom for any consideration. Mr. Mills contends that the neutrality of the canal must be guaranteed as pro-vided for by the Clayton-Bulwer treaty and that the United Kingdom must not yield to the demands of what he describes as an ambitious and not over scrupulous state to erect fortifications upon the borders of a waterway and take possession of it. The real object of this article, contin-

ues the Tribune's correspondent, is dis-closed in the last seven lines in which reference is made to the fact that the United States has taken possession of Dyea and Skagway and has refused to submit the matter to arbitration. Mr. Mills does not say so, but clearly he thinks, says the Tribune's correspondent, that the foreign office ought to obtain a quid pro quo in Alaska, on the Canadian frontier, for the abrogation or revision of the canal treaty. It has been supposed that the Pight Hon. Sir Wilfred Laurier being the greatest colonial imperialist, had taken a large view of the canal question and had been disposed to walve Canadian interests in posed to waive Canadian interests in the confident expectation that when the main controversy was settled the United States would return the favor and deal generously with the Dominion re-specting the Alaskan frontier and oth-

LONDON CHRONICLE DOSN'T LIKE NEWS.

New York, Oct. 29 .- According to the Tribune's London representative, the London Chronicle does not altogether like the news which it has received from Washington that Sir Julian Paumcefote has received full power to sign the new cathe treaty. The Chronicle looks upon the treaty as a one-sided affair, and says it is a simple task in caplomacy to give everything and obtain nothing in

## Ocean Freights Still Falling.

New York, Oct. 30.-Ocean freights are still falling and some firms having many time charters of large steamships stand to lose heavily, says the World. Freight on cotton has tumbled nearly one-third. One vessel has even been chartered to carry 325,000 galons of oil to Colombo and Shanghai for 21 cents a case (of five galons) the price formerly being 40 and 50 cents.

Mrs. Gardner's Botticelli.

New York, Oct. 30.—The London Times and the New York Times print the following: The Botticelli purchased some time ago by Mrs. "Jack" Gardner Boston is soon to be exhibited London for the first time since it left Italy. The exhibition will be for benefit of charity and will begin with a private view next Saturday.

Madagascar's Trade Increases. New York, Oct. 30 .- The trade of Madagascar, says a dispatch to the London Times and the New York Times from Paris, has increased from \$13,000 .-000 francs to 51,000,000 francs in five years. Tamatave has become the chief center of trade on the east coast. French posts are being rapidly pushed

Hessian Waiters Ordered Deported. New York, Oct. 30.-The immigration authorities in Washington a week age ordered the deportation of a number of brought into the country under contract to work for a local notel. Recently Commissioner Fitchie, on the appeal of a firm of lawyers, decided to reopen the



Every woman loves to think of the time when a soft little body, all her own, will nestle in her bosom, fully satisfying the yearning which lies in the heart of every good woman. But yet there is a black cloud hovering about the pretty picture in her mind which fills her with terror. The dread of childbirth takes away much of the joy of motherhood. And yet it need not be so. For sometime there has been upon the market, well-known and recommended by physicians, a liniment called

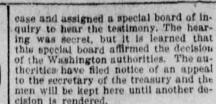
## Mother's Friend

which makes childbirth as simple and easy as nature intended it. It is a strengthening, penetrating liniment, which the skin readily absorbs. It gives the muscles elasticity and vigor, prevents sore breasts, morning sickness and the loss of the girlish figure, An intelligent mother in Butler, Pa., says: "Were I to need Mother's Priend again, I would obtain 9 bottles if I had to pay \$5 per bottle for it."

Get Mother's Friend at the drug store. \$1 per bottle.

THE BRADFIELD REGULATOR CO., Atlanta, Ga.





Sale of Rare Coins.

Boston, Oct. 30 .- At the continued sale of the Haigh collection of coins the principal item was a collection of United States copper cents representing the dates from 1793 to 1857 inclusive, and containing 133 specimens, all different. The bidding on this lot started at \$5 and increased until Mr. Collins, a Boston collector bid \$200, and the set was knocked down to him.

The 1793 cent sold for \$8. The half cents brought even higher prices, proofs of 1840 and 1848 going for \$20 each and proof of 1849 selling for \$24. There was active competition for some of the gold pieces offered an uncirculated three dollar gold piece of 1875 going to a Philadelphia dealer for \$155. The same dealer bought a gold dollar uncirculated, for \$26.75, and a collector purchased a gold dollar of 1875 for \$50. An octagonal fifty dollar gold piece, minted at San Francisco, in the work of the minera bank ten dollar gold piece went for \$48, and the "Mormon" five dollar piece of 1846, or \$15.50.

## LEMLY CONTINUES HIS QUESTIONING

piece of 1849 for \$15.50.

The following testimony given before the Schley court of inquiry Tuesday was received too late for publication in our issue of yesterday:

"When you left Cienfuegos, where did you think the Spanish squadron was? asked Capt. Lemly.

"I did not, of course, know exactly where it was. If I had I would have gone straight for it. According to the information which came to me I supposed that if it was not at Santiago it was somewhere in the neighborhood, but my impression was that it had come out this information from the admiral had indicated, but just where it was, of course, I could not decide."

"Did you say in any one of your communications of May 27, to the department that the weather was boisterous since leaving Key West?'

The judge-advocate then asked the witness to examine the log of Brooklyn of the 19th to 29th. He read to the court the entries. Going back to the Adula incident. Capt. Lemly asked if she had authority from the state department to enter Cienfuegos. The witness replied that she carried an authorization from our consul-general

DID NOT DISOBEY ORDERS. "In your testimony you say that you did not disobey orders when you started westward because you returned to your station without further direction.

Am I right?"

"Yes."
"Upon receipt of the instructions, did you not nevertheless leave your sta-

"Yes, I did for these reasons; First, because Capt. Sigsbee, a scout placed in front of Santiago harbor, informed me that he did not believe the Spanish fleet was there. Second, because Nunez, the pilot, told me he did not be lieve the enemy's fleet could enter the harbor. Third, the order No. 7, with accompanying memorandum which Admiral Sampson minimized the importance of this squadron being there, and the fact that the department's telegram which reached me on May 27, was so ambigious in its terms. It thorized me to coal at Gonaives, Haiti, or at Cape Cruz. Gonaives being to the eastward and knowing that miral Sampson was at Bay Francis, in the Bahama channel to the north, it occurred to me that if the Spanish squadron were extant, the proper strategical move was to go to the westward not the eastward. I was authorized in the same telegram to move as far west as Cape Cruz, providing coaling had been found possible there. I did not go to Cape Cruz, within eight miles I think.

INFLUENCING MOTIVES.

"Now those were the influencing and operating motives. I felt that the move west was strategically the proper one, with a determination to coal as quickly as possible, and that the efficiency of any squadron as a uniscas only equal to the efficiency to the coal supply to the slowerst one that composed it. Those were the motives which caused that movement. The ambiguity of the telegram from the department, I think, is manifest almost at once, because it states first specifically that all the de-partment's information indicated so and so. That is that the Spanish fleet was still at Santiago. It pointed out a place which at that time was not accessible, and, lastly, it looked to me to determine and report whether the enemy was in port or not. Those were

the influencing motives." Capt. Lemly-And you were satisfied from those without taking any steps whatever to ascertain if this order or these reports were correct "I ascertained for myself through the

"I ascertained for myself through the medium that the department had placed there to keep me informed. Those scouts represented very largely the cavality of the army, and if they were unreliable they should not have been placed there. I must have relied upon what they said." REPARTMENT'S DISPATCH.

He again spoke of the dispatch of the department indicating that the Spanish fleet was still at Santiago as ambiguous and said that the informa tion that there were Cubans five or six miles west of Santiago was erroneous for the Cuban pilot. Nunez, had in-formed him to the contrary. He claimed that the dispatch also was ambiguous in the matter of coaling the Harvard from the Merrimac "Why do you revert to No. 7 when you

had dispatch No. 8 in your posses-

"I merely reverted to No. 7 as one of the doubtful questions." "If you will look at the memorandum of No. 8 you will also find that Admiral held to the view that when you left Cienfuegos the Spanish squadron probably would leave Santiago."
"Of course, if I had gone to the eastward and exposed the westward, there might have been more serious

consequences.' "Now, do you note in this communication which you have been referring to these words, 'The department looks to you to ascertain facts and that the enemy, if therein, does not leave with-out a decisive action?' Did you take

any steps further than you have stated to ascertain the facts?"

CONCLUSIVE INFORMATION. "No, I thought that the information which I had was pretty conclusive. I did not see anything in this dispatch, however, that partakes of an order; it is rather a suggestion. There is a vast difference between communications that come to you in the nature of suggestions and those coming to you in the nature of orders. I think the department never hesitates to order distinctly when it is decided about matters. All this points to the fact that there was no certain information in the possession of anybody that the ene my was really there and that which they had was not to be relied upon, or

Boild by dealers. Escents each. Bookiet free. Trial size package of soap and cream 5 cents postpaid.
Andrew Jergens & Co., Sole Agents,
Dept. 114 Cincinnati, O. that it was untrustworthy."
"In regard to this landing place five or six miles west of the harbor, you

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Spanish were there and not Cu-

So Nunez stated on the 1st and upon

that I predicated the remark that if we had landed in that position prob-

ably we would have been gobbled up."

"You did not try to land there?"

"No, thank God, I did not."

"You did not follow up that cue and find out at that time whether insur-

"Don't you think perhaps it might have been lucky if you had?" "No, I do not think so."

"You did not know really who was

"Personally I did not know, only in

the light of what I subsequently heard.'

COUNSEL DIFFER.

"Did you not in fact, finally accept

the dispatch of the department to re-

main off Santiago and so indicate in

telegrams and signals without yourself

acquiring any further information as

to the whereabouts of the Spanish

Mr. Raynor-The word "remain" is not

on that dispatch. It is in the dispatch letter. I think the secretary has inad-

vertently fallen into an error about

Capt. Lemly-What is the point of

RAYNOR'S POINT.

Mr. Raynor-My point is that you

the dispatch and the secretary of the navy used the same word, when the word "remain" is not in the dispatch.

Capt. Lemly-I had no point to make

on that. I simply read that word "re-

main" in trying to paraphrase the

Mr. Raynor-It is not a correct para-

Capt. Lemly-The word "remain" is

not in that (reading): "The department looks to you to ascertain facts that it

the enemy is therein, does no leave

Mr. Raynor-The enemy did not leave

without a decisive action, and he did

ascertain the facts, but the trouble is

the secretary of the navy has used the word "remain." You see it implies that

there was a dispatch to him to remain

Capt. Lemly-Then I will change my

question and ask if you did not accept

t as requesting you to return, and if, as

a matter of fact, you did not remain off Santiago after that?

Admiral Schley-No: I think that my

Capt. Lemly-Remaining or return-

Admiral Schley-I mean remaining in

Mr. Hanna-The impropriety of coun-

sel referring to a letter of the secre-tary of the navy is obvious.

Mr. Raynor-It is in evidence. Mr. Hanna-It is in evidence, but it

Mr. Raynor-Don't say that a letter

of the secretary of the navy is not in

evidence. It is as much in evidence as any document in the world. This is a

very important matter. It is inadvert-ence upon the part of the secretary of

FOOTBALL INTERFERENCE

whatever than to interfere with the

Capt. Parker—It is "interference" that frequently wins the game.

LUNCHEON.

At this point the court took its usual

After the recess Capt. Lemly repeated his question of the forenoon, as fol-

"Did you not accept it (meaning the

previously) as requiring you to re-turn? As a matter of fact, did you not

remain off Santiago after that?"
Admiral Schley replied as follows: "I said that after the coaling efficiency of

the soundron had been established on a basis of equality and as we were not

the secretarys' suggestion, I returned to

DOMN'

'After you stopped May 26, when the

"We attempted to get a line aboard

How to be Young

and beautiful with little time and expense

is told in our booklet, which also tells ail

Woodbury's Facial Cream and other

toilet articles. It contains instructions,

with illustrations, for massage, mani-

Woodbury's Facial Gream curse chapped faces and hands.

curing, bathing, etc., etc.

Woodbury's

Facial Soap

about the uses of

very distant from Santiago, in view

order of the department referred

Capt. Lemly-If the court please, this is what they call in football "interfer-ence," and it is for no other purpose

has no relation to the subject.

in the original dispatch.

amination of this matter.

recess for luncheon.

LETTER IN EVIDENCE.

without decisive action."

eason for remaining-

that neighborhood.

gents were there, did you?"
"Perhaps it is lucky I did not."

present at that time?"

the question?

question.

at Santiago.

phrase

bans?

William R. Hutchinson,

CITY TICKET

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FIFTH PRECINCT.

M. B. Sowles, T. A. Williams, Ira H. Lewis.

say you ascertained subsequently that and my impression is we did not get the Spanish were there and not Cu-under way until after 4 o'clock." The witness was asked whether he did not steer a westerly course before and after the interval of stopping on May 26 and 27.
"No," replied the admiral (referring

to the Brooklyn's log). "It shows we were steering to the eastward up to 6 p. M. May 26, from 9 to 11 o'clock to the westward, and from 7 to 8 o'clock on the 28th west-northwest, to pick up the Yale with the Ardois signals." "WE CAN TRY."

Referring to the signal of the Texas on May 27, saying, "We can try," in re-sponse to the inquiry whether she could coal, Admiral Schley said that the Texas did make the trial and that she not only succeeded in coaling, but that she succeeded in doing some injury to herself and also to the Merrimac in the transaction. The damage was not but it indicated that there was reason for the doubt which Capt. Phil-lip's signal had indicated him to be in. He also said that the collier Merrimac had used her own steam in going to Santiago on the return after the retroade movement. He placed the cooklyn's position on the first arrival grade off Santiago at twenty miles south-

DISPATCH OF MAY 25.

Capt. Lemly-If having brought the flying squadron to the vicinity of Santiago and having in your possession a ited May 25, 1898, which directed the Harvard to proceed at once and inform you and the senior officer present off Sanitago. "All department's information indicates Spanish division is still at Santiago," whether you did not, with this dispatch in your dispatch in your possession from department signal, "Destination Key West," without consulting the commanding officers of the several vessels composing your squadron?

"I did not get that dispatch until the 27th of May, although dated the 25th at Washington, and I did hoist the sig-nal afterward for the reason I stated a little while ago, that the information in my possession at that time from Capt. Sigsbee, the positive assertion that the Spanish squadron was not there, supported by the testimony of Nunez that they could not get in on ac-count of certain difficulties of draught and narrowness of channel. I considered then that I had to act on my own responsibility. I did not call the com-manding officers on board, for, as l stated in my direct testimony, that was always ready to assume the re-sponsibility for any movement that might involve censure rather than throwing myself back upon anybody That was the motive and reason for this action." The admiral said that he had in his possession the department's communication of May 25 and May 27, when he had again signaled in-

dicating a purpose to go to Key West. CONFIDED TO CAPT. COOK. In response to an inquiry he said he thought he had confided to Capt. Cook his purpose in returning to Key West.

but he could not recall certainly that he "Where could you have coaled if you had gone to Key West?" asked Capt.

the navy entirely unintentional. He uses "remain" when that word is not "My purpose was to coal at the first whenever it was possible to opportunity do so. If I had gone to Key West I should have coaled on the outside-just

Asked about the condition of the coal supply at 3:55 p. m., May 27, when a dispatch was sent from him saying that half the squadron was out of coal, he said that evidently there was an error in that dispatch, that while the original as written read that way he could not have dictated it, "because," he said, "that was not true."

Centinuing his interrogations concern ing the coal supply, Capt.Lemlly asked:
"What was then the condition of the Merrimac?

"She had 4,000 tons of coal aboard but she was disabled," replied the witness, "When you started on the retrograde movement did you not take with you all the United States vessels there and leave the port of Santiago unguarded?"
"No, we did not leave the immediate vicinity upon the 26th. We were south of the harbor fifteen or eighteen miles. "But when you did start to the westward, did you not take all the ships

ascertain definitely whether the enemy "I don't recollect exactly. The St. was in port. Upon our return we dis-covered the Spanish squadron in the "When did you send the St. Paul back?" COLLIER'S ENGINES BREAK

The admiral said he had sent the St. Paul back May 27. He had not withdrawn the scouts further than he found them. He was closely questioned as to why, on the 27th, he reported that he was "absolutely unable to coal the Merrimae's engines broke down, do you remember whether you started again until 4 p. m., May 27?" was "absolutely unable to coal the Brooklyn." he said it was owing to the motion of the ship. He also added that she did not need coal and he did not try

to coal her. "What was your particular purpose in reporting to the department that you had been absolutely mable to coal the Brooklyn when the Brooklyn did not need coal?"

"Simply because if we had wanted to we could not have done so. "Was the Brooklyn the only ver-ol in your squadron having more than suf-ficient coal to each Key West?"
"If you take the circumstances of "If you take the consoleration to take into consideration all the circumstances of services likely on such a trip, then she probably was, with the exception of the lows."

DISPATCH INTRODUCED AGAIN. Admiral Schley's dispatch of May 27
to the department, in which he said the papers subsequently translated, but

think McCalla's information to me was that under the lee of the Haytien coast was the best possible position." WHAT COTTON SAID. "Capt. Cotton has testified that he was not concerned about his coal supply and that he could get coal at Kingston or Port Royal, whither you sent him. In view of this, what have you to say to your statement in the dispatch of May 27 to the department

that the Brooklyn was the only vessel of the flying squadron which had more than coal enough to carry her to Key West, was again introduced in evi-

dence.

Capt. Lemiy next called attention to the fact that Commodore Schley had cabled the department that it was impossible to coal to the leeward of Cape Cruz, owing to the southwest winds, and in response to a request for his

reasons for sending such a message the

and there were occasional southwest winds. It was the approach of the bad

season, and doubtful west winds kicked up a very heavy sea inshore."
"Did Capt, McCalla suggest Cape
Cruz as a practical place to coal?"
"I do not remember that he did. I

Because it was a perfectly open port

admiral replied:

Jamaica? Because that was the statement Capt. Cotton made to me."
"Then you differ from Capt. Cotton as to the terms of the statement in that particular?"

that the Harvard 'just reports to me

she has only coal enough to reach

"Yes. That is a decided difference. I remember that he was very greatly concerned about it. Those vessels burned 150 tons a day, almost, in turning their engines over, and I am not surprised that their commanders were anxious about the coal supply.' SCHLEY CLOSELY QUESTIONED.

Admiral Schley was closely ques-tioned as to why he had cabled the department that he would coal off Gonaives, when a few days previously he had reported that he could not coal there any vessels except small ships, His answer was: "I could not coal in the harbor of Gonaives, but I thought I could coal off the coast."

Why did you, on May 28, wire the department urging that two colliers be sent to Gonaives to hasten the coaling of all vessels?" "Simply because I thought they would lie off the coast as the others had done. I had no thought that the department would send them into the

REASON FOR SUGGESTION.

"Why did you suggest, on May 29, that Admiral Sampson's squadron be sent to relieve yours? That is, in a telegram to the department, 'I call your plan to go to Gonaives for coal'?" "Simply because I thought it would be a very unwise measure to leave the port unblockaded."
"Why did you, at Santiago, confer with Capt. Sigsbee instead of Capt.

Wise, the senior officer?"
"Really, until afterward I did not remember that Capt. Wise was the senior

"Why did you not have all three of the captains of the scout boats on board?" "I called Capt, Sigsbee on board and

I thought the information he gave from the others was quite conclusive." "Don't you think it would have been wise measure to have had all three of them and to have consulted them?" A VERY POINTED ANSWER.

"I think it would have been wiser if they had given me the information they had without consultation." "You say that either Capt. Wise or Capt, Jewell failed to give you information?'

"I do not mean to say they failed in the offensive sense but I say that they did not do so. They were within signal distance of me.

"When they were within signal distance, why did you not signal them to come on board?" Simply because it is the duty of a

junior always to report what information he has to his senior without request. When Capt. Sigsbee assured me that neither Capt. Wise nor Capt. Jewell had seen or heard anything of the Spanish ships I accepted that as their assurance, and I understood in my conversation with Capt. Sigsbee that he conveyed it in that sense. At this point Admiral Schley's atten-

tion was called to the statement made by him in his examnatioin-in-chief, that in making the retrograde movement the Brooklyn had steamed about twenty-eight miles. After reading the entry in the log covering this subject he said it indicated that the flagship really had sailed thirty-two or thirtythree miles. He added that in his former answer he spoke from memory, Admiral Schley was then questioned to the time when he had sent the

Cuban pilot. Nunez, on shore to the westward from Sanitago. He replied that according to his recollection the pilot had gone ashore on the 21st, yet ne admitted that this might have occurred on June 1.

LOG HAS PRECEDENCE.

After Capt. Lemly had read an entry in the log of the Vixen, showing that Nunez had been taken ashore June 1. Admiral Schley said that the log naturally would take precedence over his memory, but that he was certain he had written a letter to Col. Cerbercco, of the Cuban forces, which he had intended that Nunez should carry to that officer, and which was dated May 31 The reading from the Vixen's log developed the fact that Admiral Sampson's flagship, the New York, had come within hailing distance of the Vixen as she was about to land the pilot and had signaled the Vixen to continue the work that she was engaged in.

Capt. Lemly then called the witness ttention to the fact that it was or May 29 that he had seen the Spanish ship Colon in the harbor and also the bows and masts of the other vessels and added: "Then two days before Nunez landed you knew that at least Admiral Schley replied in the affirma-

In response to another question, Adpiral Schley said that Nunez had gone on board the Brooklyn first on May 26 and stayed until the next day, and to Jamaica in the Harvard for papers or letters. Continuing, he said that the oflot had returned to the Brooklyn in the Harvard on May 31, after his visit

Capt. Lemly then asked: "Why did when he came on board May 26, land him and obtain the informa-tion from the nsurgentis?"

'Simply because the information which he gave me at that time was so could not get into the port that I did not feel it was necessary to send him ashore," replied the positive in its character that the enshore," replied the admiral. Capt. Lemly—That information positive in its character, but it was not of his own knowledge?"

Replying, Admiral Schley said: "It was within his knowledge as an ex-WAS NOT AFRAID OF NUNEZ.

Capt. Leinly-You were not afraid of Admiral Schley-I had no idea of that. I was surprised to hear Sigsbee

or Cook say that they were suspicious He did not seem to me to justify such an opinion of him.
"When Nunez was communicating to you his information in regard to this

matter he based his entire kowledge upon the poscibility of handling single "He did no, mention anything of that sort to me. I think he said it before the court, but certainly one ought to take an expert pilot's knowledge of a port. I think that subsequent experi-ence would indicate that he was right.



VERY old maxim declares that it isn't economy to pick up pins; the time is worth more omy to do without Ivory Soap; your health requires the daily removal of the bodily excretions which are discharged through the pores of the skin. These tiny mouths must be kept open, and they should be opened only with a pure soap. IVORY SOAP -- 994500 PER CENT. PURE.

it was found there was a little sea on, which would rather go to justify Nunthe conclusions "Subsequent experience, however, developed the fact that they were in

'Yes, of course, it did." "Therefore, Nunez was wrong?"
"Undoubtedly. If I had known that at the time I might have taken different action; that is, if I had been as wel prepared beforehand as I was after-

"Do you remember whether there was any discussion of the question or any question of twin-screw vessels on this "I do not recollect that there was.

only recollect the fact of the conversation between Nunez and Capt. Sigs-WHY HE RETURNED TO SANTI-

AGO. Dropping the matter of the Nunez eport, Capt Lemly asked: "When you returned toward Santiago upon the af-

ternoon of May 28 was it because you believed the Spanish squadron was there, or because you intended that day to determine whether or not it was "I intended to decide the matter as

well as I could. You had then determined to ascertain definitely whether Cervera's fleet was it, the narbor?" "Yes, that was my intention." Why, on that day, then, and

having could the Texas and the Marblehead and before you had seen the Spanish ships did you signal that ould keep off Santiago until further orders?

"Simply because if not found there I would do so." "You did not make that condition in your signal?" Replying to further questions, Admital Schley said that he considered that his blockade of Santiago had begun on

May 28, and then Capt. Lemly asked: "Do you consider that in commencing your blockade then you complied with the order received on the 23rd and acted with all dispatch, as required by

"In view of the information I had when I arrived off the port, yes."
After discussion of dispatches eived during the first few days after the arrivtal of the flying squadron off Santiago, in the course of which Adniral Schley said it had not been his intention to remain in that vicinity if he had not found the Spanish fleet there, Cant. Lemly said: "You have stated that off Cienfuegos the formation during the day was such as to feign disorder, as an invitation to the Spaniards

"Yes," replied the admiral. "I meant that we were not in column steaming." 'Did you pursue this same plan after arriving at Santiago and after learn ing that the Spanish fleet was there." "In the daytime, yes. While we re-tained a semblance of formation we were always very close to each other. I mean that we were not steaming '-front of the harbor, as we did at night.' "Then you did adopt the same ruse?"
"Yes, generally."
'In reply to further questions, Ad-

miral Schley said that he was under

the impression that he had informed Capt. Cook of his plan in this respect, but he did not recall whether he had spoken about it to the commanders of the other vessels. Still, he might have ione so in his consultation with them oklyn, chiey d as t in the

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ORDERS TO DECK OFFICERS.

Capt. Leruly then asked: "Whathe orders to the deck officers of the brooklyn and the other ships of the squadron as to the distance on each side of the Morro they were to steam during the nights of the Spanish block-"I think that was outlined in the fact

that the Brooklyn led. "What were the orders given to the deck officers" "I do not know, My usual method as to say to the captain what I

wanted him to do, and he embodied that in his night orders." Capt. Lemly here led Admiral Scaley over some of the ground covered in the admiral's examination-in-chief, about the masking of the lights of the ships t night, and from this subject drifted ento a discussion of the question of the distance of the blockading line at Santiago from Morro castle. On this latter point he asked: "Were you more

nan four miles from the Morro at We may have been perhaps four and a half miles or four miles. We were always nearer at night than in the day

Cept. Lemly then asked if the picket

boats were not two miles inside the squadron. Admiral Schley replied in the affirmative, and added: "I think it would not have been difficult at night to see them. Nights were pretty clear there,

for some time. I invariably looked for the pickets before going below." "Did you designate the formation of the squadron under your command prior to June 1, when blockading off Santiago as a line of battle?" "Yes; I was in line of battle all the

EXPLAINED TO HIS CAPTAINS.

time, in column."

"Did you discuss with any of your captains your plan of battle as out-lined in your evidence-in-chief and the changing from column to line of bat-

"I do not really remember the full extent of the discussion, but it was a gen-eral explanation of the plan. Why l say that is because Capt. Evans said to me: 'Then you propose to charge into the entrance,' and that would lead me to infer that there might have been some explanation, because that was the purpose. If we were in line of column of battle off the harbor and the enemy should appear, a wheel would bring us in line directly for them, and another wheel would bring us east or west if they turned east or west. That occurred to me as a very facile and mobile movement. My squadron was small, and I had to keep it together as a unit.

At that point Admiral Schley complained of sensitiveness in his throat, and the court adjourned ten minutes in advance of the usual time, util 11 o'clock tomorrow.



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