

THE SCHLEY INQUIRY.

A Brief Summary of the Progress of the Investigation.

Washington Post.

The Schley court of inquiry was occupied Thursday in hearing the testimony of officers on the Brooklyn. Lieut. Commander T. D. Griffin stated that Commodore Schley declined to go to Guantanamo for coal, because he wanted to be always on hand in case the Spanish ships came out. Commander Griffin, who heard the conversation between Lieut. Southerland and Commodore Schley, when the Eagle was sent to Jamaica, gave a version differing from Lieut. Southerland's, and said that the Eagle was sent away because it delayed the progress of the squadron.

Ensign Clarence A. Abele testified that the squadron was so close to Santiago harbor while on blockade that he saw signals in the harbor.

Ensign U. S. Macy testified to a conversation with Commodore Schley on the day before the attack on the Colon, in which the Commodore said that he proposed to test the strength of the batteries, but would fire at long range, as the department had warned him against exposing his ships lest the disabling of one or more of them render the squadron inferior in force to the Spanish fleet.

Ensign James A. Hand testified that after the battle the men on the Brooklyn assembled and cheered Commodore Schley.

Ensign Ralph N. Marble, Jr., testified that he distinctly heard Capt. Sigbee say: "No, they are not here," when Commodore Schley asked him if the Spanish fleet was in Santiago harbor.

Medical Director Paul Fitzsimmons testified that at the close of the battle Commodore Schley's throat was so irritated from breathing smoke that he could hardly talk.

All of the witnesses swore that when the Colon surrendered only the Oregon and Texas were in sight. This was such direct evidence of the absence of Admiral Sampson and the New York that finally, when Ensign John Halligan, Jr., was on the stand Judge Advocate Lemly objected, and Admiral Schley and his lawyers retired for consultation. They decided not to press this phase of the matter until a later stage of the proceedings.

The testimony was unanimous on the point that during the blockade of Cienfuegos and Santiago no vessel entered or left those harbors without the permission of Commodore Schley.

In the Schley court of inquiry Friday Dr. Charles M. De Vahn, surgeon of the Brooklyn, testified that on the 6th of last August Lieut. Ward, now one of the prosecutors of the Navy Department, visited him at Portsmouth, N. H., to find out what he could testify to regarding the colloquy between Commodore Schley and Lieut. Hodgson. The witness said that he remembered that there was a conversation, but that he could not attempt to repeat it under oath.

Commander Reginald F. Nicholson, navigator of the Oregon, told the story of the battle as viewed from that vessel. He said that he did not see the Brooklyn nearer the Texas than a mile or a mile and a half, and then when the Oregon passed the Texas the latter ship was turned to the southward. He described the Viscaya as heading toward the Brooklyn.

Chief Ensign John L. Hannum, of the Brooklyn, testified that the broken machinery of the collier Merrimac was taken on board the Brooklyn and repaired, a task requiring from the forenoon of May 27th to the evening of the 28th, during which time the Merrimac was able only to "hobble along."

Assistant Engineer Thomas F. Carter, of the Brooklyn, testified that the Brooklyn gained speed steadily on the day of the battle. He computed the distance traveled by the ship from the time she started after the Spaniards until she stopped opposite the Colon at fifty-two miles.

Ensign Wilson P. Cronan, signal officer of the Brooklyn, testified that the megaphone message from the Eagle to the Scorpion as received on board the Brooklyn by Commodore Schley was, "No news of the Spaniards."

Carpenter J. H. Warford, of the Brooklyn, testified that at the beginning of the battle the order was passed, "Stand by to ram. Close all water-tight compartments." This order was executed. The Brooklyn was struck thirty times, all the shots being on the starboard side, and therefore after the turn.

Chief Machinist J. H. Hunley, of the Texas, testified that the port engine of that vessel was not reversed or stopped, but was slowed down. The witness was in charge of the throttle of the port engine during the entire engagement, and contradicted the evidence of Alfred B. Claxton, a machinist now employed in the Washington Navy Yard, who had testified for the government that he occupied the position at the throttle.

Assistant Engineer J. P. J. Ryan, of the Brooklyn, narrated the story of the death of Yeoman Ellis.

Lieut. B. W. Wells, Jr., Commodore Schley's flag secretary, told the story of the Brooklyn's voyage from Key West to Santiago, and identified a number of dispatches previously produced in evidence. He said that the department's dispatch of May 20 announcing positively the presence of fleet in Santiago harbor never reached Commodore Schley.

The court was not in session Saturday.

Progressive Christianity.

The common assertion that the Christian religion has not been holding its own during the last half century is not borne out by the facts. No observing person at all familiar with the condition of the past would have the hardihood to claim that the world has not been growing grander and better during the century just closed. The spirit of fraternity has been more in evidence in the relationships of men and nations. The vast expenditure of money on works of charity and benevolence has never before been approached during any similar period of the world's history.

Many people, however, who admit individual development along spiritual and humanitarian lines deny that the Christian religion, as evidenced in church work, has grown in popularity. Statistics show that in the United States since the formation of the republic the increase in church membership and in religious activity in all its parts has been greater than that of the population. Approximately the increase in population has been less than one-fourth as great as the increase in church membership. When the unbeliever considers that the Christian world spends as much as \$1,009,369,494 annually upon the support of churches, the propagation of the creed among heathen peoples and in works of charity, he finds his pessimistic charge of religious inactivity utterly without foundation.

The Louisville Courier-Journal has been compiling statistics bearing upon the progress of religion. The following table gives some idea of the magnitude of the work which is being quietly carried on throughout Christendom:

United States—Maintenance of all churches, \$137,563,200; education and literature, \$32,728,000; hospitals and orphanages, \$28,300,000; improvements and missions, \$43,000,000; miscellaneous, \$45,466,100.

England—Church of England offerings, \$37,122,170; church of England revenues, \$28,772,735; free church, \$25,332,500; orthodox churches, \$11,111,282; education and literature, \$43,445,682; hospitals and orphanages, \$29,121,200; improvements and missions, \$18,850,765.

Scotland—All religious purposes, \$11,051,400.

Western and Northern Europe—Roman Catholic, \$102,138,200; Protestant, \$67,290,400; other Christian purposes, \$34,500,000; Russia and Siberia, \$51,255,500; Greek church, Patriarch of Constantinople, \$5,625,000; Australia federation, \$6,900,000; Pacific Islands and Madagascar, \$452,500; South Africa, \$2,500,000; West Indies, \$325,000; foreign missions not given before, \$2,900,000; constitutions on the mission fields, \$701,000; Roman Catholic orders, 21,489,000; Roman Catholic missions, \$9,400,000; literature and education not given before, \$30,440,000; orphanages not included above, \$16,080,000; Sunday Schools, lesson papers and libraries, \$6,200,500; improvements and repairs, \$25,000,000; percentage estimated for non-reporting, \$69,800,000; miscellaneous, \$2,500,000.

There is nothing at all discouraging in the outlook. In the countries already Christianized our religion is gaining in popularity every year and strong-souled soldiers of the cross are carrying the light into heathen nations. The indications are that the close of the present century will witness the complete triumph of Christianity throughout the world.—Indianapolis Sentinel.

Pagan Words.

There are two words which ought never to be heard by a young boy or girl—"luck" and "chance," the two verbal scapegoats on which are laid half the sins and follies of the race. If there is anything which is essential to the moral health and strength of a boy or girl, it is to plant deep in the consciousness the fact that this is an ordered world; that a man reaps that which he sows; that he secures the rewards for which he is willing to make the effort, and gains the prizes for which he is willing to pay the price in labor, self-denial, and strength. It is true that there are cases in which force of circumstances seem to make it impossible for a man to attain the specific end for which he sets out. In these cases, however, it is often obviously better that he should fail than that he should succeed, for it often appears, from a later and more far-reaching point of view, that temporary failure means ultimate success, and that in missing some one thing on which a man had set his heart he finally gained something of far greater value. What is certain in this uncertain world is that no real success is ever achieved by accident, chance, or luck; that is to say, by a blind and brutal play of forces or influences, or by a meaningless combination of conditions. What appears to be a wanton interference with human plans by a play of blind force is often seen, in the larger circuit of time, to have been the introduction of a new and higher purpose. Athens may lose the political independence upon the preservation of which the greatest of her orators had set his heart, but in parting with formal independence she became sharer in a movement which spread her spirit to the ends of the earth.

In all these cases, therefore, in which on first appearance it would seem as if a man's fate had been taken out of his hands, or his dearest purposes defeated, it is well to postpone judgment until the full evolution of the movement is seen. In any case, it is the height of folly to instill into the mind the idea that a man is the play of chance winds of destiny and not the master of his own fortune. Spiritually, at least, every man shapes his own life. The things which come to him are the things for which he has prepared himself; the things which he misses are the things which he has voluntarily rejected. If he fails it is because he lacks ability, force, skill, or judgment for the specific thing which he sets out to do; if he succeeds, it is because he has the quality which commands success. If he is a man who has taught himself to be honest with himself, he never for a moment loses sight of his own fundamental responsibility. He does not permit himself the delusion that life has cheated him; that he has failed because conditions were adverse, or because some one else did not give him the support which he ought to have had. The men who are always making excuses for themselves, and laying upon others the responsibility for their own blunders, follies and failures, are rarely honest; they either deceive themselves or they evade a full, clear recognition of the facts. The beginning of education is the acceptance of the law that a man reaps what he sows, that he is responsible for his own career, and that it is idle to attempt to blind one's eyes to these fundamental facts or to shift the responsibility of one's failures to other people's shoulders.—Dr. Lyman Abbott, in the New York Outlook.

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