Mother

by mother was troubled with imprior for many years. At he was given up to die. Then ned Ayer's Cherry Pectoral, as speedily cured." 15. P. Jolly, Avoca, N. Y.

No matter how hard our cough or how long ou have had it, Ayer's herry Pectoral is the est thing you can take. It's too risky to wait atil you have consumpon. If you are coughing day, get a bottle of herry Pectoral at once. Wee sices : 25c., 50c., 51. All druggists.





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THE DAILY & SUNDAY

THE SCHLEY CONTROVERSY

Facts Which Led to the Appointment of the Court of Inquiry-The Hunt For Cervera's Fleet and the Famous "Loop" In the Sea Fight Off Santiago.



HE greatest naval dispute Spanish squadron through the channel It greatest haval dispute in the history of this country is just now occupying the beards of public attention. After two years of somewhat undignified bickering our mayal officers are about to settle several vexed questions, among them the truth or falsity of a charge imputing received from him stating that he had

truth or faisity of a charge imputing received from him stating that he had ascertained the Spanish fleet was not cowardice to a rear admiral.

All good Americans regret, of course, that any such controversy should have arisen. Most of us will be glad to see it wheel off the slate for good and all. Meantime, however, we would like to know exactly what the row is all about. Here are the facts in the case so far as they have been disclosed, set down as impartially as may be.

Now let us begin in the early days of the Spanish-American war. In accordance with the plans of the navy



REAR ADMIRAL SCHLEY.

department a Bying squadron was or point about 20 innes southward and granized, with base of operations at Fort Monroe, for the protection of any point on the Atlantic coast that might be memored by the hostile Spanish fleet. This squadron was placed under company of Campandors W. S. Schley.

the torpedo guillouts Futor, Terror and the torpedo guillouts Futor, Terror and Pluton. It was supposed, of course, that it would sail for Cuba as its ultimate destination. On news of Cervera leaving Cape de Verde, Sampson sailed Schley's answer was as follows:

Schley's answer was as follows:

with the capital, as he carried munitions of war for its defense. Instruc-tions were accordingly forwarded to observe and, if necessary, blockade Cienfuegos, on the south coast of Cuba, as the only port affording the conditions favorable for reaching Havana. Cleafuegos, with instructions to estab-lish a blockade at that port with all dispatch. It arrived off Cienfueges May 20, where the original fleet, composed of the Brooklyn, Texas, Massa-chusetts and Scorpion, was later aug-mented by the Jowa, Castine and the collier Merrimac. The same day the mayy department received information A Perfect Newspaper.

Inavy department received information that Cervera was reported at Santiago de Cula and so informed Sampson, who at once dispatched the Marblewho at once dispatched the Marble-head with advices to Schley ordering him, if Cervera was not at Cienfuegos, to proceed with all haste to Santiago. On the 22d Sampson, then off Havana, received a dispatch from Key West stating that Cervera's squadron un Santlago on the morning of the pre-

Chamberlain's Cough Remedy a Great

department a flying squadron was or- point about 20 miles southward and

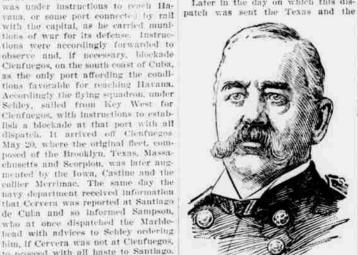
This squadron was placed under commind of Commodore W. S. Sehley.

Meanwhile the Spanish fleet, which had been fitted and sent out under command of Admiral Cervera, was approaching the United States.

This fleet, which was reported as leaving Cape de Verde on April 29, was composed of the armored cruisers Cristolal Colon, Vizcaya, Almirante Oquendo and Infants Maria Teresa, besides the surrounding heights can see very vessel in the surrounding heights can be because the surrounding heights can be because the surrounding heights can be be surrounded to the surrounding heights can be be surrounded to the surrounding heights can be be surrounded to the surrounding heights can be surrounded to the surrounded to the surrounding heights can be surrounded to the surrounde

eastwardly with a portion of his fleet for the purpose of observation. It was on this cruise that he bombarded San Juna, Porto Rico, having had information that the Spaniards were to call at that port, but meanwhile Cervera had touched at Martinique, then at Curacian, near the coast of Venezuela, and by making a clever thank movement had come up to the south coast of Cuba and entered the harbor of Santlago wholly unobserved by the Americans.

Through its secret agents in Havana and elsewhere the unity department had been informed that Cervera was under instructions to reach Havana or some positive. Very difficult to the discussion of this discussion of this discussion of the day on which this discussion of the day on which this discussion of this discussion of the day on which this discussion of the day of this discussion.



Marbiehend went alongside the collier The enemy turned to the westward to Merrimac and coaled, the squadron at close into the land. We then wore Santiago on the morning of the letvious day, but that it was expected it
might sail for San Juan. Porto Rico,
mod if Schley had found that it had left
Santiago he should promptly order him
to follow in pursuit. Sampson was
then blockading Havana and the north
that offer the morning of the left of the control of the land. We that work that fine being about 40 miles to the
southward and westward of Santiago.
That afternoon the squadron sailed in
the direction of Santiago, stopping for
the night about ten miles distant from
that port, with the Marblesle the line.

This was the since famous "loop"
which now plays so conspicuous a part
that port, with the Marblesle the line. coast, but he at once salled eastward ing about two miles inside the line. tives for the prevent the possible approach of the Early next morning. May 29, a Spanish to Schley. man-of-war, the Cristobal Colon, was DAILY & SUNDAY

The soothing and healing properties

of this remedy, its pleasant taste and promptle and permanent cures have made shed information of all that is going in realies the it a great favorite with people everyseen lying at anchor just inside the

the harbor mouth. Immediately upon the union of these two forces a close

CAPTAIN LEMLY, JUDGE ADVOCATE.

month that followed to prevent the es cape of the enemy, and Sampson pro-

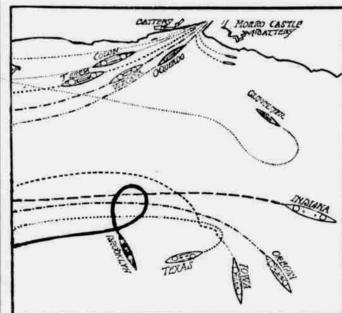
the fleet in coaling, etc., and the marines were the first to land as invaders on the soil of Cuba. On the 15th Samp-son was advised that 30 transports with troops would be sent from Tampa, Fla., and a convoy was provided for them through the Bahama channel. The disembarkation of troops was com-trenced on the morning of the 22d of June at Balquiri, to the eastward of Merro Castle. Sampson had sent his clief of staff to communicate with General Shafter, but as the latter was irrestent that the navy should more actively co-operate by shelling the forts, Morro Castle, and, if possible, the city of Santlago, an interview was arranged between the two commanders to take place on the 3d of July.

tlago's harbor to the open sea The

A prominent officer, Lieutenant Com-mander Hodgson, who was on the bridge at the time, is accredited with having asked Schley when the order to port the helm was given, "You mean to port the neim was given, "You mean starboard?" "No, I mean port," Schley is said to have replied. "But we will run down the Texas," the officer is al-leged to have remonstrated. "Let the Texas look out for herself" is the rejoinder said to have been made by Schley. In a recent interview Lieu-tenant Commander Hodgson is alleged to have remarked: "To my personal knowledge the helm was kept hard aport during the whole time of turning the loop until eased up to parallel the course of the Vizcaya, then about 2.800 yards away on the starboard bow. As the Brooklyn's tactical clameter is only about 600 yards, she therefore could not have run farther than 600 yards to the southward." In his annual report for 1898 the sec-

retary of the navy says: "Since my las country the navy has for the first time since its rehabilitation been put to the supreme test of war. Years blockade was established, and a cordon of patient, persistent training and development had brought it to a point of was drawn about the harbor entrance high efficiency which resulted in the circle in front of it and a double line of unparalleled victories at Manila and smaller vessels and boats inside these. Thus the harbor of Santiago, in which Santiago-victories which have given the names of our naval commanders worldwide fame and added an addi-Cervera had been definitely located, was watched constantly, powerful searchlights being turned upon it at night. No effort was relaxed during the weary mulgated in standing orders a plan of attack by which our vessels were to close in upon any of the Spaniards coming out.
On June 3 occurred the sinking of the Merrimae at the harbor entrance of Santingo in order to prevent if possible the escape of Cervern's fleet. On June 7 the Marblehead and the Yankee took possession of the lower bay of Guantaname as a harber of refuge for

It was while Sampson, in the New York, was hastening toward Siboney fork, was nastening toward shomey that Cervera made his attempt to es-cape. The New York had reached a point about four miles east of her block-ading station and about seven miles from Morro Casile when the Spanish squadron was espled steaming out of the narrow channel leading from San-therds, burker to the own set. The flagship immediately reversed her course and steamed in the direction of the escaping fleet, flying the signal to



THE FAMOUS "LOOP" OF THE PROOKLYN.

close in and attack the enemy. This, however, the ships on blockade bad al-

When the Spanish ships were first in a semicircle in the following order, reckoning from the eastward: The Indiana, the Oregon, the Iowa, the Texas and the Brooklyn, the last named being farther to the westward han any of the other great ships. The Massachusetts had gone to Guantaname for coal, the torpede boat Erles

name for coal, the torpede boat Erlesson was in company with the fingship and the Gloucester and Vixen lay close to land, to the castward and westward respectively, of the channel.

One of the most important of the precepts in the court of inquiry investigation deals with the so called "loop" of the Brooklyn Captain F. A. Cook of the Brooklyn says in his official report: "We opened fire on the leading ship in live minutes from the discovery. The port battery was first engaged as we stood with port behan to head of the leading ship and gave them a raking fire at about 1.500 yards range. The enemy turned to the westward to close into the land. We then wore around to starboard, bringing the star-around the following the starboard and the following the starboard the starboard the following the starboard of the country o

ing about two miles inside the line. tives for this maneuver are ascribed

Schley explained this maneuver by stating that he wished to avoid being

The trace of the state of the s

Sampson nor Schley had taken official cognizance of reports and even charges against their characters, and nearly three years elapsed before such action was taken. When, however, in the third volume of Maclay's "History of the Navy" passages occurred reflecting severely upon Rear Admiral Schley's conduct, he felt impelled to seek a vindication in the following letter to the secretary of the unvy:

GREAT NEED, N. Y., July 22, 1901.
Six-Within the last few days a series of prescomments have been sent to me from various parts tiago.

seives. I think the time has now come to take such action as may bring this entire matter under discussion under the clearer and calmer review of my brothers in arms, and to this end I ask such action at the hands of the department as it may deem best to accomplish this purpose. But I would express the request in this connec-tion that whatever the action may be it occur in Washington, where most of my papers and data are stored. Very resuscetfuly.

Washington, where most of my papers and use stored. Very respectfully,
W. S. Serney, Rear Admiral, U. S. N.



The reader has doubtless already



REAL ADMIRAL BENHAM (BETTRED).

Admiral Schley's conduct in the war of this article. These are the lines of investigation

2. The circumstances attending, the reasons controlling and the propriety of the movements of the flying squadron off Cienfuegos in May, 1808. 3. The circumstances attending, the reasons controlling and the propriety of the movements of the said squadron in proceeding from Cienfueges to San-

4. The circumstances attending the arrival of the flying squadron off Santiago, the reasons for its retrograde turn westward and departure from off Santiago and the propriety thereof.
5. The circumstances attending and the reasons for the disobedience by department contained in its dispatch

of his conduct in the premises.

6. The condition of the coal supply



formed his own opinion regarding Rear



and, what is made the most of by Schley's critics, the famous "loop" of the Brooklyn in entering the race against the Spanish warships—which is explained by his friends as a technical mancuver warranted by the exigencies of the moment. The whole matter for mammation is summed up in Secretary Long's "precept" issued to the court of inquiry, which contains ten counts that will clearly explain the ease in controversy, particularly if read in connection with the resume of operations leading up to and before Santiago given in the opening portion

which Secretary Long has designated for the official inquiry to follow: 1. His conduct in connection with the events of the Santiago campaign.

dated May 25, 1898, and the propriety

of the flying squadron on and about May 27, 1898; its coaling facilities; the necessity, if any, for, or advisability of, the return of the squadron to Key

Washington, where most of my papers and data are stored. Very requectfully,

W. S. S. M. S. His request was promptly granted, as appears by Secretary Long's reply:

NAYT DETASTRINE, WASHINGTON, July 24, 1001.
Sir-I am in receipt of yours of the 2th inst. with reference to the criticisms upon you in connection with the Spanish-American war and heartily approve of your action under the circumstances in saking at the hands of this department such action as may bring tills entire matter under discussion "under the circumstances in anal."

The department will at once proceed in accordance with your request.

Jone D. Loya.

The objectionable paragraphs in Maclay's "History of the Navy" are as follows:

The objectionable paragraphs in Maclay's "History of the Navy" are as follows:



REAR ADMIRAL SAMPSON.



or adequate blockade of said harbor to prevent the escape of the enemy's ves-sels therefrom was established, and the

the morning of July 3, 1898, at the time of the exit of the Spanish vessels from the harbor of Santiago, the circumstances attending, the reasons for and the incidents resulting from the turn-ing of the Brooklyn in the direction which she turned at or about the beginning of the action with said Span ish vessels, and the possibility of there or any kind of rooting, by colliding with or endangering any other of the vessels of the United States fleet, and the propriety of Commodore Schley's conduct in the prem-

10. The circumstances leading to and the incidents and results of a controversy with Lieutenant Albon C. Hodgson U.S. N. who on July 3, 1898 during the battle of Santiago, was naviga-tor of the Brooklyn, in relation to the turning of the Brooklyn; also the collogny at that time between Commodore Schley and Lleutenant Hodgson and the ensuing correspondence between them on the subject thereof, and the Schley in the premises.

The clouds locked dull, the clouds looked gray, The sum back of a blanket was hidden away. But two little birds, so blue, white and gray, Were obserted and happy this morning.

These two little birds went hopping around. "Oh, no matter," said they, "if the sun bide We can be just as happy this morning!"

Then, "Sweet, sweet!" they tried as they stood side by side.

With their bright eyes all datains an merry:
Then down on the ground come breakfast they

Spread there by some dear fittle lady. Not a leaf to be seen, not the least bit of green Did these dear little birds see this morning. For all over the ground a white blank? WAS

And the trees had here limbs and looked dreary. But the birds did not care as they flew here and there
and chirped out their congs all so therey;
But, shaking their bills, away o'er the hills
Fice two little birds all so merry.
—Emma Louise Chapp in Eindergarten Beview.

What are Humors? They are vitiated or merbid fluids course

ing the veins and affecting the tissues.

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propriety of Commodore Schley's conduct in the premises.

2. The position of the Brooklyn on the propriety of Commodore Schley's conducting line. I guarantee the best goods for the least money. I am

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"The magic Silent Sewer."

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