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SCHLEY DEMANDS AN INQUIRY.

Santiago's Hero Calls His Defamers Into Court.

The Sampson-Schley controversy is revived again in all its pristine warmth. But this time Schley himself is taking a hand in a way that is likely to settle the issues so that they will stay settled.

The story of these recent events is given as it has been gathered from the daily papers. At the Naval Academy at Annapolis a History of the United States Navy written by one Maclay was used as a text book for the students.

But the contents had become public and Schley took due notice of the attacks upon his character as is set forth in the subjoined accounts from the daily press.

WHAT MACLAY SAID IN HIS BOOK.

The New York Times says: The entire tone of Volume III, of Maclay's work is highly antagonistic to Admiral Schley. All his movements are construed by the writer.

Chapter 19 entitled "Schley's Progress toward Santiago," is one continuous criticism of Schley. The headings at the top of each page are in part as follows: "A Grand Opportunity Lost," "A Miscalculation," "An Action out of Gunshot."

Referring to Schley's run to Santiago from Cienfuegos, when the Eagle was able to keep up to a speed of 7.3 to 8.5 knots, owing to the rough weather and low coal supply, and thereby caused the entire squadron to slow down to a speed of 4 or 6 knots, Mr. Maclay says:

"Here we have another illustration of the lack of decision and enterprise which were so apparent in Schley's failure to promptly ascertain whether or not Cervera's squadron was in Cienfuegos. When he knew that the naval and military operations of the United States had been suspended until it was definitely known where Cervera's force was, we have it in the words of the Commodore himself that he permitted his ships to slow to a speed of from 4 to 6 knots for no other reason than to retain under his command the Eagle, a converted yacht a vessel that in no way could have entered into the calculation of an able commander when operating against a squadron such as Cervera's."

"In his (Schley's) report about the coal supply of the vessels under his command," the historian says further on, "Schley exhibited either a timidity amounting to absolute cowardice or a prevarication of facts that were intrinsically falsehoods. The coal supply of his squadron, so far from being 'meagre,' as he reported, is shown by the respective logs of those ships as indicated at noon on May 27 to have been most satisfactory."

In reference to Secretary Long's dispatch to Schley that it was the latter's duty to ascertain immediately if Cervera was at Santiago, and the Rear Admiral's reply: "Much to be regretted, cannot obey orders of the department. Have striven earnestly, forced to proceed for coal to Key West by way of Yucatan channel. Cannot ascertain anything respecting enemy positive. Mr. Maclay writes (Page 266):

"This humiliating dispatch forms a striking contrast to that premissive American reply made by Colonel James Miller at the battle of Lundy's Lane, when called upon to save the day by storming a certain battery. Miller's superb reply was 'I'll try, sir.' He did try, and carried the day. Strategically enough, Schley was named after Brigadier-General Wilmer Scott, who heroically supported Miller's charge and in no small degree contributed to the glorious results of that day, July 25, 1814. Schley on May 28, 1898, suited this brightest of American notables by saying:

"Much to be regretted; cannot obey orders, and tarred in outfit flight from the danger-spot toward which duty, honor and the whole American people were most earnestly urging him. Viewed in whatever light it may be, the foregoing dispatch cannot be characterized otherwise than as being without exception the most humiliating, cowardly, and lameable report ever penned by an American naval officer."

As to the famous "loop" of the Brooklyn, Mr. Maclay, after quoting the alleged conversation between Schley and his navigator, says among other things: "And the shameful spectacle of an American warship, supported by a force superior to the enemy's, a warship whose commander had expended such vast quantities of ammunition in target practice in the presence of a fashionable hotel at Hampton Roads in order to meet a worry foe—deliberately turning tail and running away were presented." (Page 264.)

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Admiral Schley's course and that the department will act favorably upon Admiral Schley's request. It is stated that Admiral Dewey undoubtedly will be the head of the Court of Inquiry. The other members of the court have not been decided upon.

Admiral Schley's letter is as follows: Great Neck, Long Island, N. Y., July 22, 1901.—Sir: Within the past few days a series of press comments have been sent to me from various parts of the country of a book entitled "The History of the Navy," written by one Edgar Stanton Maclay.

Maclay's history of the navy is the standard in use at the Naval Academy. In the third volume, just issued, the historian charges Rear Admiral Schley with being a coward, a liar, a callid, an incompetent, and insubordinate.

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