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Commodore Schley's engagement with the forts covering the entrance to Santiago harbor began under perfectly clear skies and was followed by a downpour of rain. The first heavy firing in the Cuban war on the Atlantic repeated the experience of the civil war, whose veterans practically agree in saying that battles were followed by rain, the bigger the battle the heavier the rain, as at Gettysburg. Commodore Schley's bombardment gave renewed hope to the rainmakers.

BATTLE OF THE ALAMO.

It Was One of the Most Thrilling Fights in American History.

THE battle of the Alamo, Texas, was one of the most thrilling fights in American history, says a correspondent. The Mexican bombardment of the place had lasted eight days and nights, almost without cessation.

On the evening of the eighth day—it was March 3, 1836—about two hours before sunset, it suddenly ceased.

Col. Barrett Travers, taking advantage of the lull, immediately collected his little army of patriots in single file, and delivered to them one of the most stirring and portentous addresses of history. Among other things he said:

"Our fate is sealed. Within a few days—perhaps a few hours—we shall be in eternity. * * * Our business is not to make fruitless efforts to save our lives, but to choose the manner of our death. * * * Let us resolve to withstand our enemies to the last, and at each advance to kill as many of them as possible. Kill them as they scale our walls! Kill them as they leap within! Kill them as they raise their weapons and as they use them! Kill them as they kill our companions, and continue to kill them as long as one of us remains alive!

"But I leave every man to his choice. Should any man prefer to surrender or attempt to escape, he is at liberty to do so. My own choice is to stay in the fort as long as breath shall remain in my body and die fighting! This will I do even if you leave me alone! Do as you think best, but no man can die with me without affording me comfort in the hour of death!"

Col. Travers then drew his sword, and with the point traced a line upon the ground a few feet in front of his men; then, resuming his position, he said:

"I now want every man who is determined to stay and die with me to form upon that line."

With one exception this order was immediately obeyed. Every sick man who could walk arose and tottered to his place. Col. Bowie, who was dying of typhoid fever, asked that his cot might be carried to the line. The one exception, a man named Rose, could not muster sufficient courage to reach the mark. He was allowed to attempt to escape and by a miracle succeeded in getting through the Mexican forces. When it was all over he was the only man of the garrison who was alive.

It was not until the morning of March 6 that the storming of the Alamo took place. It was not a battle, but a slaughter. The 4,000 Mexicans swarmed over the walls, and the little handful of Texans within killed, and killed—and died. Col. Bowie, sitting on his cot with his back to the wall, with death already written on his face, and with a strength that seemed supernatural, slew the enemy with his sword until they heaped about him so heavily that he could no longer strike. He fell, his body pierced in a dozen places. At the end of his cot was his nurse, an old Mexican woman, old even then, who caught the stricken soldier and supported his head on her arm.

And then, when the fighting had ceased, there were 2,000 dead Mexicans and the 200 dead Texans heaped together in the ancient church. With bloody hands the surviving Mexicans sorted out the Texans and carried them into the plaza, where they piled them up, with rails between, and so burned them. Surely no more acceptable incense than that altar smoke ever ascended to heaven!

The Alamo Church is shaped like a cross, and it was upon this crucifix that the martyrs died.

What Any Boy May Do.

A teacher once refused to take the advice of the committee and expel a bad boy from school. The boy, knowing his teacher's confidence, began to do better and continued with such perseverance that he afterward became eminent. He was thrice elected Governor of New York and once to the United States Senate. He was also under one President Secretary of War and under another Secretary of State. A word of encouragement proved to be the turning point in the life of William L. Marcy. How many have failed because of the lack of such a word!—Detroit Christian Herald.

THE SPANISH ARMADA IN 1588.

It Was Composed of Craft of All Kinds, Numbering 130.

The total number of craft of all kinds composing the Armada was, probably, 130. At least sixty were galleons of huge size and strength, ranging from 700 up to 1,250 tons burden. They were not, however, primarily built for war purposes, and the proportion of guns they carried was, as compared with their size, not large. But, being intended for long voyages, their upper works were high out of water and their main timbers three or four feet thick. One hundred years before the Portuguese galleons, under Diaz, had doubled the Cape of Good Hope, and, with the conquest of Portugal, some of the finest ships in the world passed into the Spanish king's hands.

It was the Portuguese galleons that formed the van squadron of the Armada, the largest of them mounting, perhaps, fifty guns, and many of these of small caliber. In the case of the hired ships, except the heaviest Levantine galleons, the proportion of guns to tonnage was still smaller. Usually sailing in still water, they did not carry numerous crews, but now they were crammed with soldiers to an inconvenient degree.

Of the second class of ships, called galliasses, there were four in the fleet. These were proper war ships, and certainly did their share of the fighting. Like the galleons, they were three-masted vessels, but were also propelled by oars, to pull which they carried a large number of galley slaves. Their prows and sterns were furnished with heavy cannon in high castles, and they carried smaller cannon on the broadsides, in ports between the rowers. The two larger each carried nearly 300 soldiers and over 100 sailors, with 350 slaves to row. There were also galleys with one or more tiers of oars a side, many merchant and store ships, caravels and urcas.

The personnel of the flotilla consisted of over 30,000 persons, including 18,000 soldiers, 800 sailors, 2,000 galley slaves and a numerous hospital staff, assisted by 180 priests of various orders. The armament was of 2,000 guns; a few may have been 64 or 32-pounders (cannon or demi-cannon), but by far the greater number were 10, 6 or 4-pounders (demi-culverins, sakers and minions. The whole force was victualled for six months, a large sum of money was taken in the fleet, and the orders for preserving discipline were unusually strict. In the vicinity of Nieuport and Dunkirk, Farnese, the Prince of Parma had assembled an army of 30,000 foot and 4,000 horse, picked roops, ready to be embarked in scores of flat-bottomed boats and transports, and conveyed across to Margate and Deal so soon as the English and Dutch ships should have been swept from the narrow seas before the imposing array of the "invincible" armada.—Cassler's Magazine.

WHAT THE LAW DECIDES.

The constitutionality of a succession tax is sustained in State, ex rel. Gelsthorpe vs. Furnell (Mont.) 39 L. R. A. 170, although it exempts estates less than $7,500 each.

The ability to read the constitution of the State, which is required of a voter, is held, in Rasmussen vs. Baker (Wyo.) 38 L. R. A. 773, to be an ability to read it in the English language, and not merely in a translation.

A rule of a partnership association against the purchase of additional shares by a member without re-election to membership in respect of them is held, in Carter vs. Producers' Oil Company (Pa.) 39 L. R. A. 100, to be valid under a statute making such shares personal estate transferable under such rules as the association prescribes.

The power to require vaccination as a condition precedent to school attendance is denied in Potts vs. Breen (Ill.) 39 L. R. A. 152, where the statute has not expressly conferred it—especially when there is no emergency calling for its exercise.

The fact that a railroad operated by a receiver crossed the State boundary and his employes incidentally performed some services in another State is held, in Guarantee Trust and S. D. Co. vs. Philadelphia, R. & N. E. R. Company (Conn.) 38 L. R. A. 804, insufficient to defeat the jurisdiction of the State court which appointed him to direct payment of wages, although the receivership is ancillary to one in the other State.

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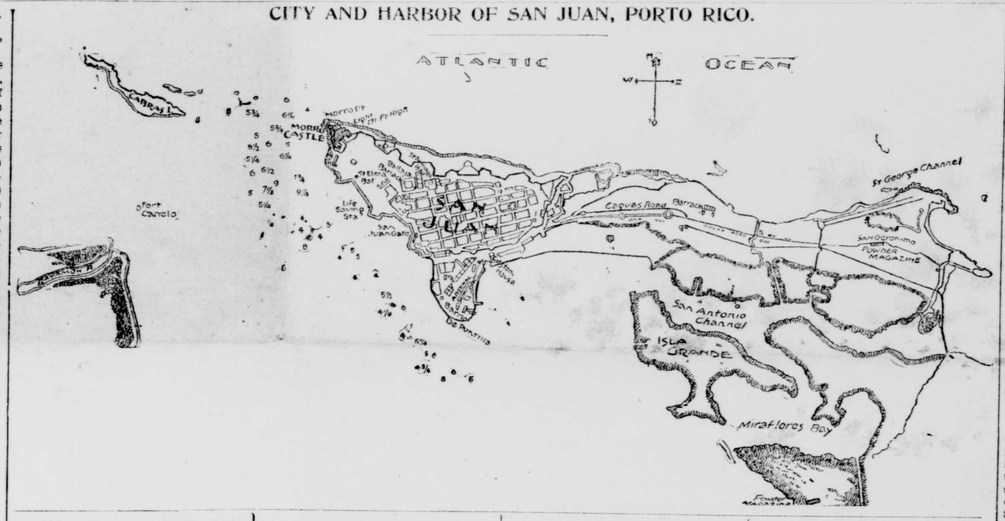

SAMPSON'S REPORT.

General Story of the Great Sea Fight.

ALL HANDS PRAISED.

The Part the Various Ships Took in the Engagement—He Speaks of What His Own Ship Did, But, Although the Brooklyn is Mentioned, He Does Not Give Credit to Schley For the Victory.

The following is Admiral Sampson's report of the destruction of Admiral Cervera's squadron on July 3, 1898, made to the Secretary of the Navy.

United States Flagship New York, First Rate.
Off Santiago de Cuba, Cuba, July 15, 1898.

Sir:—I have the honor to make the following report upon the battle with and the destruction of the Spanish squadron, commanded by Admiral Cervera, off Santiago de Cuba, on Sunday, July 3, 1898.

The enemy's vessel came out of the harbor between 9.35 and 10 A. M., the head of the column appearing around Cay Smith at 9.31, and emerging from the channel five or six minutes later.

The positions of the vessels of my command off Santiago at the moment were as follows: The flagship New York was four miles east of her blockading station, and about seven miles from the harbor entrance. She had started for Siboney, where I had intended to land, accompanied by several of my staff, and go to the front to consult with General Shafter. A discussion of the situation and a more definite understanding between us of the operations proposed had been rendered necessary by the unexpected strong resistance of the Spanish garrison off Santiago. I had sent my chief of staff on shore the day before to arrange an interview with General Shafter, who had been suffering with heat prostration. I made arrangements to his headquarters, and my flagship was in the position mentioned above when the Spanish squadron appeared in the channel. The remaining vessels were in or near their usual blockading positions, distributed in a semi-circle about the harbor entrance, counting from the eastward to the westward in the following order: The Indiana about a mile and a half from shore; the Oregon the New York's place; between these two the Iowa, Texas and Brooklyn, the latter two miles from the shore west of Santiago. The distance of the vessels from the harbor entrance was from two and one-half and four miles, the latter being the limit of day-blockading distance. The length of the arc formed by the ships was about eight miles. The Massachusetts had left at 4 A. M. for Guantanamo for coal. Her station was between the Iowa and Texas. The Auxiliaries Gloucester and Vixen lay close to the land and nearer the harbor entrance than the large vessels, the Gloucester to the eastward and the Vixen to the westward. The torpedo boat Ericsson was in company with the flagship, and remained with her during her chase until ordered to discontinue, when she rendered very efficient service in rescuing prisoners from the burning Vizcaya.

The Spaniards Come Out.

The Spanish vessels came rapidly out of the harbor, at a speed estimated at from eight to ten knots, and in the following order: Infanta Maria Teresa (flagship), Vizcaya, Cristobal Colon and the Almirante Oquendo. The distance between these ships was about 800 yards, which means that from the time the first one became visible in the upper reach of the channel until the last one was out of the harbor, an interval of only about twelve minutes elapsed. Following the Oquendo, at a distance of about 1,200 yards, came the torpedo boat destroyer Pluton, and after her the Furor. The armored cruisers, as rapidly as they could bring their guns to bear, opened a vigorous fire upon the blockading vessels, and emerged from the channel shrouded in the smoke from their guns.

The men of our ships in front of the port were at Sunday "quarters for inspection." The signal was made simultaneously from several vessels: "Enemy's ships escaping!" and general quarters were sounded. The men cheered as they sprang to their guns, and fire was opened probably within eight minutes by the vessels whose guns commanded the entrance.

The New York's Part.

The New York turned about and steamed for the escaping fleet, flying the signal, "Close in towards harbor entrance and attack vessels," and gradually increased speed until toward the end of the chase she was making sixteen and a half knots, and was rapidly closing on the Cristobal Colon. She was not, at any time, within the range of the heavy Spanish ships, and her only part in the firing was to receive the undivided fire from the forts in passing the harbor entrance, and to fire a few shots at one of the destroyers, thought at the moment to be attempting to escape from the Gloucester.

The Spanish vessels, upon clearing the harbor, turned to the westward in columns, increasing their speed to the full power of their engines. The heavy blockading vessels, which had closed in towards the Morro at the instant of the enemy's appearance, and at their best speed, delivered a rapid fire, well sustained and destructive, which speedily overwhelmed and silenced the Spanish fire. The initial speed of the Spaniards carried them rapidly past the blockading vessels, and the battle developed into a chase, in which the Brooklyn and Texas had at the start the advantage of position. The Brooklyn maintained this lead. The Oregon, steaming with amazing speed from the commencement of the action, took first place. The Iowa and the Indiana having done good work, and not having the speed of the other ships, were directed by me, in succession, at about the time the Vizcaya was beached, to drop out of the chase and resume blockading stations. These vessels rescued many prisoners. The Vixen, finding that the rush of the Spanish ships would put her between two fires, ran outside of our own columns, and remained there during the battle and chase.

Fine Work of the Gloucester.

The skilful handling and gallant fighting of the Gloucester excited the admiration of everyone who witnessed it, and merits the commendation of the Navy Department. She is a fast and entirely unprotected auxiliary vessel—the yacht Corsair—and has a good battery of light rapid-fire guns. She was lying about two miles from the harbor entrance, to the southward and eastward, and immediately steamed in, opening fire upon the large ships. Anticipating the appearance of the Pluton and Furor, the Gloucester was slowed, thereby gaining more rapidly a high pressure of steam, and when the destroyers came out she steamed for them at full speed, and was able to close at short range, where her fire was accurate, deadly and of great volume. During this fight the Gloucester was under the fire of the Socapa battery. Within twenty minutes from the time they emerged from Santiago harbor the careers of the Furor and the Pluton were ended, and two-thirds of their people killed. The Furor was beached and sunk in the surf; the Pluton sank in deep water a few minutes later. The destroyers probably suffered much injury from the fire of the secondary batteries of the battleships Iowa, Indiana and the Texas; yet I think a very considerable factor in their speedy destruction was the fire, at close range, of the Gloucester's battery. After rescuing the survivors of the destroyers, the Gloucester did excellent service in landing and securing the crew of the Infanta Maria Teresa.

Plan of the Spaniards.

The method of escape attempted by the Spaniards—all steering in the same direction and in formation—removed all tactical doubts or difficulties, and made plain the duty of every United States vessel to close in, immediately engage and pursue. This was promptly and effectively done. As already stated, the first rush of the Spanish squadron carried it past a number of the blockading ships, which could not immediately work up to their best speed, but they suffered heavily in passing, and the Infanta Maria Teresa and the Oquendo were probably set on fire by shells fired during the first fifteen minutes of the engagement. It was afterwards learned that the Infanta Maria Teresa's fire main had been cut by one of our first shots, and that she was unable to extinguish fire. With large volumes of smoke rising from their lower decks aft, these vessels gave up both fight and flight and ran in on the beach—the Infanta Maria Teresa at about 10.15 A. M. at Nima Nima, six and one-half miles from Santiago harbor entrance, and the Almirante Oquendo at about 10.30 A. M. at Juan Gonzales, seven miles from the port.

The Vizcaya was still under the fire of the leading vessels, the Cristobal Colon had drawn ahead, leading the chase, and soon passed beyond the range of the guns of the leading American ships. The Vizcaya was soon set on fire, and at 11:15 she turned in shore and was beached at Ascerradoes, fifteen miles from Santiago, burning fiercely, and with her reserves of ammunition on deck already beginning to explode. When about ten miles west of Santiago the Indiana had been signaled to go back to the harbor entrance, and at Ascerraderos the Iowa was signaled to resume blockading station. The Iowa, assisted by the Ericsson and the Hist, took off the crew of the Vizcaya, while the Harvard and the Gloucester rescued those of the Infanta Maria Teresa and the Almirante Oquendo. This rescue of prisoners, including the wounded from the burning Spanish vessels, was the occasion of some of the most daring and gallant conduct of the day. The ships were burning fore and aft, their guns and reserve ammunition were exploding, and it was not known at what moment the fire would reach the main magazines. In addition to this, a heavy surf was running just inside the Spanish ships. But no risk deterred our officers and men until their work of humanity was complete.

Work of Brooklyn and Oregon.

There remained now of the Spanish ships only the Cristobal Colon, but she was their best and fastest vessel. Forced by the situation to hug the Cuban coast, her only chance of escape was by her superior and sustained speed. When the Vizcaya went ashore the Colon was about six miles ahead of the Brooklyn and the Oregon; but her spurt was finished, and the American ships were now gaining upon her. Behind the Brooklyn and the Oregon came the Texas, Vixen and New York. It was evident from the bridges of the New York that all the American ships were gradually overhauling the chase and that she had no chance of escape. At 11:50 the Brooklyn and Oregon opened fire and got her range, the Oregon's heavy shell striking beyond her, and at 12:20 she gave up without firing another shot, hauled down her colors and ran ashore at Rio Torquino, forty-eight miles from Santiago. Captain Cook, of the Brooklyn, went on board to receive the surrender. While his boat was alongside I came up in the New York, received his report and placed the Oregon in charge of the wreck to save her, if possible, and directed the prisoners to be transferred to the Resolute, which had followed the chase. Commodore Schley, whose chief of staff had gone on board to receive the surrender, had directed that all their personal effects should be retained by the officers. This order I did not modify. The Cristobal Colon was not injured by beaching, though she ran ashore at high speed. The beach was so steep that she came off by the working of the sea. But her sea valves were opened and broken, treacherously, I am sure, after her surrender, and despite all efforts she sank. When it became evident that she could not be kept afloat she was pushed by the New York bodily upon the beach—the New York's steam being placed against her for this purpose—the ship being handled by Captain Chadwick with admiral judgement, and sank in shoal water and may be saved. Had this not been done she would have gone down in deep water and would have been to a certainty a total loss.

The Blockade.

I regard this complete and important victory over the Spanish forces as the successful finish of several weeks of arduous and close blockade, so effective and stringent during the night that the enemy was deterred from making the attempt to escape at night, and deliberately elected to make the attempt in daylight. That this was the case I was informed by the commanding officer of the Cristobal Colon.

It seems proper to briefly describe here the manner in which this was accomplished. The harbor of Santiago is naturally easy to blockade—there being but one entrance, and that a narrow one, and the deep water extending close up to the shore line, presenting no difficulties of navigation outside of the entrance. At the time of my arrival before the port—June 1—the moon was at its full, and there was sufficient light during the night to enable any movement outside of the entrance to be detected; but with the waning of the moon and the coming of dark nights there was opportunity for the enemy to escape, or for his torpedo boats to make an attack upon the blockading vessels.

It was ascertained with fair conclusiveness that the Merrimac, so gallantly taken into channel on June 30, did not obstruct it. I, therefore, maintained the blockade as follows: To the battleships was assigned the duty, in turn, of lighting the channel. Moving up to the port, at a distance of from one to two miles from the Morro, depending upon the condition of the atmosphere, they threw a searchlight beam directly on the channel, and held it there steadily. This lighted up the entire breadth of the channel for half a mile inside of the entrance so brilliantly that the movement of small boats could be detected. Why the batteries never opened fire upon the searchlight ship was always a matter of surprise to me, but they never did. Stationed close to the entrance of the port were three picket launches, and a little distance further out three small picket vessels, usually converted yachts, and, when they were available, one or two of our torpedo boats. With this arrangement there was at least a certainty that nothing could get out of the harbor undetected. After the arrival of the army, when the situation forced upon the Spanish admiral a decision, our vigilance increased. The night blockading distance was reduced to two miles for all vessels, and a battleship was placed alongside the searchlight ship, with her broadside trained upon the channel, in readiness to fire the instant a Spanish ship should appear. The commanding officers merit the greatest praise for the perfect manner in which they entered into this plan and put it into execution. The Massachusetts, who according to routine, was run that morning to coal at Guantanamo, like the others, had spent weary nights upon the work, and deserved a better fate than to be absent that morning. I enclose, for the information of the department, copies of orders and memorandums, issued from time to time relating to the manner of maintaining the blockade. When all the work was done so well it is difficult to discriminate in praise. The object of the blockade of Cervera's squadron was fully accomplished, and each individual bore well his part in it—the commodore in command of the second division, the captains of ships, their officers and men. The fire of the battleships was powerful and destructive, and the resistance of the Spanish squadron was, in great part, broken almost before they had got beyond the range of their own forts.

Praise For the Ships.

The fine speed of the Oregon enabled her to take a front position in the chase, and the Cristobal Colon did not give up until the Oregon had thrown a thirteen-inch shell beyond her. This performance adds to the already brilliant record of this fine battleship, and speaks highly of the skill and care with which her admirable efficiency has been maintained during a service unprecedented in the history of vessels of her class. The Brooklyn's westerly blockading position gave her an advantage in the chase which she maintained to the end, and she employed her fine battery with telling effect. The Texas and the New York were gaining on the chase during the last hour, and had any accident befallen the Brooklyn or the Oregon, would have speedily overhauled the Cristobal Colon.

From the moment the Spanish vessel exhausted her first burst of speed the result was never in doubt. She fell, in fact, far below what might reasonably have been expected of her. Careful measurements of time and distance gave her an average speed from the time she cleared the harbor mouth until the time she ran on shore at Rio Turquina, of 13.7 knots. Neither the New York nor the Brooklyn stopped to couple up their forward engines, but ran out the chase with one pair, getting steam, of course, as rapidly as possible on all boilers. To stop to couple up the forward engines would have meant a delay of fifteen minutes or four miles in the chase.

Several of the ships were struck, the Brooklyn more often than the others; but very light material injury was done, the greatest being on board the Iowa. Our loss was one man killed and one wounded, both on the Brooklyn. It is difficult to explain this immunity from loss of life or injury to ships in combat with modern vessels of the best type; but Spanish gunnery is poor at the best, and the superior weight and accuracy of our fire speedily drove the men from their guns and silenced their fire. This is borne out by the statements of prisoners, and by observation. The Spanish vessels, as they dashed out of the harbor, were covered with the smoke from their own guns, but this speedily diminished in volume and soon almost disappeared. The fire from the rapid-fire batteries of the battleships appears to have been remarkably destructive. An examination of the stranded vessels shows that the Almirante Oquendo especially had suffered terribly from this fire. Her sides are everywhere pierced and her decks were strewn with the charred remains of those who had fallen.

The reports of Commodore W. S. Schley and the commanding officers are enclosed.

A board, appointed by me several days ago, has made a critical examination of the stranded vessels, both with a view of reporting upon the result of our fire and the military features involved, and of reporting upon the chances of saving any of them, and of wrecking the remainder. The report of the board will be speedily forwarded.

Very respectfully,
W. T. SAMPSON,
Rear Admiral, U. S. Navy,
Commander-in-chief U. S. Naval Force,
North Atlantic Station.
The Secretary of the Navy,
Navy Department, Washington, D. C.

SPAIN SEEKS PEACE.

The French Ambassador Communicates Her Desire to the President.

A Washington special says: The Spanish government has sued for peace, not indirectly through the great Powers of Europe, but by a direct appeal to President McKinley.

The proposition was formally submitted to the President at 3 o'clock Tuesday afternoon by the French Ambassador, M. Jules Cambon, who had received instructions from the foreign office at Paris to deliver to the United States Government the tender of peace formulated by the Spanish Ministry. At the conclusion of the conference between the President and the French Ambassador, the following official statement was issued from the White House:

"The French Ambassador, on behalf of the Government of Spain, and by direction of the Spanish Minister of Foreign Affairs, presented to the President at the White House a message from the Spanish Government looking to the termination of the war and the settlement of terms of peace."

This was the only official statement made public, but it sufficed to put at rest all conjectures, and to make clear and definite that at last Spain had taken the initiate toward peace. Although peace rumors have been current almost daily heretofore since the war began, not one of them had the shadow of foundation, and until the French Ambassador received instructions from Paris no overtures of any kind had been received.

Although no formal statement can now be made as to what the President will demand of Spain, it may be safely stated that these, briefly, are the minimum terms that will be acceptable to the administration:

Complete independence of Cuba under the protection of the United States.

The absolute cession to the United States of Porto Rico and the Ladrones.

A coaling station in the Philippines.

The extreme concessions that Spain is supposed to be willing to make are:

The cession to the United States of Porto Rico.

The cession to the United States of Cuba rather than the recognition of the independence of the island.

ADVANCE UPON YANCO.

Gen. Miles' Troops Engaged With the Enemy's Forces.

An official dispatch to Madrid from Porto Rico says: "On Tuesday the Americans advanced in the direction of Yanco, fighting most of the way. Seven hundred Spanish regulars and volunteers encountered them and an engagement ensued, which lasted the whole night and only ceased with dawn on the following day. The Americans were obliged to withdraw to the coast."

SMALL GUNBOT SUNK.

American Ships Take Possession of the Bay of Nipe.

A Key West special says: Acting under orders from Rear Admiral Sampson, four American warships, entered the harbor of Nipe, on the northeast coast of Province of Santiago de Cuba, and after a furious bombardment took possession of the harbor.

The vessels engaged were the Topeka, Annapolis, Wasp, and Leyden. In the course of an hour they silenced three forts, sank the Spanish gunboat Jorge Juan, and scattered Spanish riflemen who had taken part in the engagement.

FOREIGN AFFAIRS.

The Swiss federal council has entered protest against the advantages given to France by the reciprocity treaty with the United States and asks for the same advantages for Swiss goods.

Premier Sir James Winter, of Newfoundland, has had a satisfactory conference with the first lord of the admiralty in London in reference to the establishment of a naval reserve corps.

Advices received at Victoria, B. C., state that Korea is about to open two new treaty ports and China contemplates opening a port near Canton to prevent Germany or any other power getting it.

GERMAN STEAMER FIRED ON.

Captain Denies That He Had Any Intention of Entering San Juan.

The German steamer Croatia, which arrived at St. Thomas, reports that she was fired upon three times about eight miles from San Juan de Porto Rico by a ship said to form part of the American invading squadron.

The Croatia was boarded by an officer understood to be from the United States cruiser New York. She was allowed to proceed to St. Thomas.

The Croatia had no intentions of entering San Juan.

Dewey's Diploma and Insignia.

A Washington special says: Dr. Holland, chancellor of the University of Pennsylvania called at the Navy Department and delivered to Assistant Secretary Allen a box inclosing the diploma conferring the degree of LL. D. on Admiral Dewey. With the degree is the insignia of LL. D., a doctor's hood of rich purple velvet. The inner box is made of Pennsylvania oak, lined with velvet, and bears the university seal and colors of red and blue. It is wrapped in a large silk American flag and the whole is enclosed in an outer box of Vermont pine. Assistant Secretary Allen will forward the box to Admiral Dewey at Manila.

SPAIN'S GO.

Our Answer as to Peace Sent to Madrid.

EARLY ACTION LIKELY.

More Towns In Porto Rico Captured By the American Troops—Reports of Atrocities By The Spaniards, Who Are Retreating Before General Miles—Target Practice As An Element of Strength In The American Navy.

The answer of the United States government to Spain's peace proposals was received in Madrid Sunday. An answer is expected immediately.

It is considered likely in Washington that the war will end this week. M. Cambon, the Spanish representative in the peace negotiations, is understood to have received minute instructions from Madrid as to the terms which Spain is willing to accept. He had a long consultation with the President when the answer of the United States was delivered to him, and it is said that the part relating to the Philippines was modified at his suggestion. Therefore, it is argued the answer in its final form must have been satisfactory to him and within the limit of concessions fixed by his instructions from Spain.

The principal terms, as sent to Madrid, are understood to have been the giving up of Cuba and Porto Rico, a coaling station in the Ladrone Islands, and a cession of territory for a naval base in the Philippines; also for a joint commission of Spain and the United States to settle the future disposition of the Philippines as a whole. It is reported that Manila and its bay constitute the proposed naval base.

Admiral Dewey has cabled to the Navy Department that Aguinaldo has assumed an attitude of bold defiance. It is said in Washington that 150,000 troops will be needed to subdue the Philippines if Aguinaldo acts aggressively against the United States.

The fleet under Admiral Dewey maintains strict watch against torpedo attacks from the Spanish. It is kept always ready for action against an enemy.

Gen. Wesley Merritt has arrived at Manila and taken command of the American troops there.

General Miles is encamping his entire army along the military road extending from Ponce to San Juan. The towns of Tallaboa, Sabana Grande and Ponuelas have been captured by General Henry.

Strict order is being maintained in Ponce. Porto Ricans who tried to wreak vengeance on surrendered Spanish volunteers were restrained.

It is reported that the Spanish soldiers who are retreating from Ponce are committing many atrocities.

Madrid advices confirm the report that General Garcia has relinquished his command and gone to Camaguey.

Naval experts in Washington, in the light of the naval battles at Santiago and Manila, regard the gun as still being the dominant factor in naval warfare. They think armor protection should be distributed over the entire ship and not confined to its vital parts. More battle ships, armored cruisers and coaling stations they regard as essential. Most of the experts say that woodwork should be eliminated from warships, but if retained should be made fireproof.

Captain Crowninshield, chief of the bureau of navigation of the Navy Department, says the efficiency of the gunners in the United States Navy is due to a recent change of the system of appointing gun captains, and also to a rule of the department requiring target practice seven times a year. Under the present system the most expert gun captains are appointed petty officers.

Secretary Alger is making arrangements for the removal of the Fifth Corps, now at Santiago, to Montauk Point, L. I. It is probable that the American Line steamships, now used as auxiliary cruisers by the Navy Department will be employed as transports. Secretary Alger has authorized the construction at Montauk Point of a hospital to accommodate 500 men. The first troops brought from Santiago will be those who have escaped the fever and those who have entirely recovered from its effect. Those who are ill with fever will remain at Santiago until they have recovered.

The French steamship Manouba, which was captured as a prize by the Dixie, off Porto Rico, has arrived at Charleston, S. C.

PRINCE BISMARCK DEAD.

The Iron Chancellor Passed Quietly Away at Friedericharuhe.

A cablegram from Berlin, Germany, says: Prince Bismarck died Saturday afternoon. The end came quietly. There is deep grief in this city and many emblems of morning are displayed.

Details of the death of Prince Bismarck are obtained with difficulty because of the lateness of the hour, the isolation of the castle and the strenuous endeavors of the attendants of the family to prevent publicity given to what they consider private details.

The death of the ex-Chancellor comes as a surprise to all Europe. Despite the family's denials, there was an undercurrent of apprehension when the sinking of the Prince was first announced, inspired more by what the family left unsaid than by any information given. But when the daily bulletins chronicled improvement in the Prince's condition, detailed his extensive bills of fare, and told of his devotion to his pipe, the public excepted Dr. Schweninger's assertion when he said there was no reason why Bismark should not reach the age of 90 years.

The reports were deemed to be a repetition of the alarm that Prince Bismarck was in extremis, which had been oft repeated in the past. The Saturday papers in Europe dismissed Bismarck with a paragraph, acting the improvement, while his condition was completely overshadowed in the English papers by the condition of the Prince of Wales' knee.

It appears that the ex-Chancellor's death was not precipitated by sudden complications, but was rather the culmination of chronic disease—neuralgia of the face and inflammation of the veins—which kept him in constant pain, that was born with the iron fortitude which might have been expected.

ABOUT TO ATTACK MANILA.

Captain General Augusti Sends a Significant Letter to Madrid.

A special dispatch from Madrid says General Augusti, Captain General of the Philippines, has telegraphed to the government as follows:

"The Americans are about to attack Manila. Grave events are impending."

FEVER CASES NUMBER 3,193.

Rapid Increase in the Sickness of Gen Shafter's Army.

A Washington special says: The War Department Thursday posted the following:

"Adjutant General of the Army:

"Total sick, 4,122; total fever, 3,193; new cases fever, 822; cases fever returned to duty, 542.

"Deaths: Private J. H. Farell, Company H, Ninth Massachusetts Volunteers, at Siboney, yellow fever; Corp. Thomas Rolson, Company D, Twenty-fourth Infantry, Siboney, yellow fever; Private William H. Byers, Company D, Seventeenth Infantry, cerebral apoplexy.

"SHAFTER, "Major General."

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