

State Library

# Daily Concord Standard.

Vol. XL.—No. 2724

CONCORD, N. C. TUESDAY, MAY 24 1898

WHOLE No 11724

## Great Victory Reported.

### The Best of News Comes by the Way of London, but Nothing Heard From Our Navy Department.

#### The Captain of the Spanish Revenue Cutter to Be Shot For Not Returning Our Fire—The Mangrove Safe.

By Cablegram and Telegram to the Daily Standard.

#### A Reported Victory.

London, 11:30 a. m.—A dispatch just received reports a big battle in the vicinity of the Windward Passage and reports that Sampson surrounded Cervera and destroyed all of the Spanish ships.

#### The Mangrove Is Safe.

Key West, 223 p. m.—The Tecumseh has arrived and reports that the Mangrove is safe.

#### To Be Shot for Not Fighting.

Hong Kong, 233 p. m.—The Japanese cruiser Akitsushima arrived this morning from Manila and reports that the captain of the Spanish revenue cutter Callao captured by Dewey is to be shot for failure to return the fire of the Americans. It also says that Montejo is to be court-martialed on the charge of cowardice.

#### BROUGHT HOME.

#### The Remains of William Barbee Taken Back to Durham Monday Night—Two Others Taken Home Also.

As announced in Monday's Daily by telegraph, Mr. William Barbee was killed and J M Colclough wounded, both privates from the Durham company, in a collision eleven miles from Savannah, near Burroughs, Ga. The corpse of Private Barbee was taken through this place Monday night, also Private Colclough who it is thought is fatally wounded, and also Sergeant Eubank, whose arm was fractured near Charlotte Sunday evening as they were going down. The latter had put his hand out of the window to ascertain whether or not it was raining and it was struck by a post.

A surgeon, together with some detailed men, accompanied them to Durham, and will then return to their camp.

This accident of course caused a sad time among the boys and it is said that all expressed their regrets in the battalion by their look at the loss of these men from their battalion.

Private Colclough, who was still lying Monday night, but who does not seem to realize how badly he is hurt, told the reporter of the Charlotte Observer the following, which explains the circumstances:

"The accident occurred nine miles below Savannah. We were all awake at the time. Our engineer saw the freight coming and reversed his engine and was running backward. We were so sur-

prised that we hardly knew what was going on. A number of our men jumped out. Barbee was just ahead of me. He was just about stepping through the door on to the platform, when the freight struck us. I was so close to Barbee that I could have put my hand on him easily. Our train was backing slowly. The freight struck us at almost full speed. Barbee was mashed between the cars. When the cars opened he fell to the track and the wheels passed over his legs. I don't know how I was hurt I don't think I am hurt beyond being bruised."

As to where the fault lies in the collision is not fixed. The engineer on the northbound vegetable train claims the train before this one going south did not carry flags on the engine showing that another one was following, and for this reason came off the switch on the main line. The passenger train has since claimed that it did carry signals. The freight train, not having air brakes, could not stop when she saw the danger, but the passenger train, it seems had started backwards.

Our boys, Company I, were two coaches behind the Durham boys, the Raleigh company being between.

#### A THRILLING ACCOUNT

#### Of the Bombardment of San Juan Written By a Surgeon on the Detroit—A Reliable Account and Interesting From Beginning to End.

The following account of the bombardment at San Juan was received from Dr. Victor Means, who is surgeon on the gun boat Detroit, which was written to his brother, Mr. Geo. W. Means:

"We left Key West on the night of the 3rd of May and arrived off Havana the next day at noon. Immediately the Flagship joined us and ordered the Detroit, Iowa and Indiana to go with her to the westward at full speed; off Cardenas we picked up the Montgomery and the two monitors, Amphitrite and Terror. We soon learned our destination was with Sampson at Porto Rico. I suppose you have read the account of the bombardment, however I will try to tell you about it.

Our great hope was to meet the Spanish squadron either outside of the harbor of San Juan, or if possible to catch them napping inside, in which case we would have concentrated the fire of the entire squadron on the first ship that came out and sweep her at the mouth of the harbor, where there is already a sunken vessel, supposed to be filled with dynamite; this would have completely blocked the entrance, and hemmed the enemy in, and we would have fired at leisure.

We arrived at San Juan on the evening of the 12th before daylight. We immediately went in column of battle arranged in the following order: Detroit leading the Iowa (temporarily flagship), Indiana, New York, Amphitrite, Terror and Montgomery, which stopped at the west side of harbor to silence, if necessary, a small battery on that side called Camelo. The Detroit was 1,000 yards ahead of the Iowa. The Detroit passed in front of Morro, the main battery on the eastside of the harbor, distant 1,100 yards, just about the break of day. All was silent in the fort and nothing to be seen or heard. At 5.15 the Iowa

reached the front of the fort and began to open fire. In about ten minutes the fort replied, each of the other ships coming up in succession and firing as rapidly as they could, and you can truly say that it was the liveliest reveille the Spaniards in that fort ever had. As soon as the ships reached the point where the Detroit had stopped and which had been designated by the Admiral for us to stop, they went to port and circled around to the west and came up again. The Detroit had been ordered to stop there in case the fleet was inside so as to destroy any torpedo boats that might run out of the harbor. After running the front of Morro, it was thought that she would be in a comparatively safe spot as there was supposed to be on the west side only a small battery, which the Detroit could easily silence. But lo! and behold! on that side was the largest and most powerful battery and still further east a smaller but powerful battery, so we were between a cross fire and there we stayed for nearly three quarters of an hour until the Terror passed us, the Flagship for some reason failing to signal us. It is a miracle that we were not blown into atoms, but we were not touched. The Admiral told Captain Dayton that he expected us to be riddled before we got out. As soon as the Terror passed we followed and when outside the Flagship signalled the Montgomery and Detroit not to follow. The other ships then circled around twice more, each stopping in front of the fort a short while, pouring in broadside after broadside. Then we withdrew. The Spaniards were still popping away.

There is no telling the damage done, but the slaughter must have been terrible. On the New York one man was killed and three injured by pieces of bursted shell which pierced a smokestack. Three were injured on the Iowa. No further damage was done to the ships or crew. I do not know why the Admiral discontinued the firing until the batteries were silenced, probably to save ammunition, as we did not know then where the Spanish squadron was, and when it might turn up, besides it did not justify our running the risk of crippling our fleet at that time.

I enclose you a rough drawing which will give you a little idea of the attack. To appreciate the danger you must remember that the Spaniards had modern guns and they are sighted to shoot from 4,000 to 7,000 yards with comparative accuracy, and further, the Detroit has no side armor—only a protected deck and a modern rifle 3 inch shell will go through her like a minnie ball through an inch pine plank. The Spaniards were undoubtedly firing some 12-inch shells.

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## All a Mistake.

Our "War Car, City of Knoxville," is safe in port, loaded with finest cargo of Golden Oak Suits ever shown in this part of North Carolina. She was not captured by the Spanish Fleet of high prices as reported.

She was safely guarded into port by our Gunboat, "High Price Exploder," with 100 'mattress' aboard, at prices ranging from \$1.25 to \$15.00. Hearing is believing, seeing is the rated truth. You can hear from anyone that has ever been in our store that we have the "stuff" and we make the prices.

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