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SAMPSON'S ORDERS.

To Find and Destroy the Spanish Fleet in the West Indian Waters.

ADVISED BY STRATEGIC BOARD.

But He Can Change His Plans as Circumstances Requires--The Admiral Free to Act on His Own Judgment for the Carrying Out of His Orders--The Expected Battle will Probably be Fought Not Far From the Cuban Coast--Speculation as to When it will Occur--Conflicting Rumors as to Location of Spanish Fleet.

(Special to The Baltimore Sun.)
Washington, May 17.—The naval situation has resolved itself into one of expectancy as to the probable time of the conflict, now regarded as inevitable, between the American and Spanish naval forces cruising around in southern waters, while each day brings them nearer to the contest on which depends the supremacy of one or the other around Cuba.

The orders to Admiral Sampson are to seek and destroy the enemy, just as were those sent to Dewey before he sailed for Manila. The most practicable means of discovering and hunting down the Spanish ships and engaging them in action is a question to be determined almost entirely by the flag officers with the American fleet south. No restraint has been placed on the senior officer, and he is clothed with full power to go where he deems best to seek and give battle to Spain's formidable flotilla, which has a way of eluding watch that has become annoying and complex to the strategic board.

The board has outlined the plan of action that it advises to be followed, and when changes are necessary, as additional facts are received relating to the whereabouts of the enemy, Admiral Sampson is informed and given suggestions as to the better course to pursue. The admiral has been depending on messages from Washington exclusively in the last three days for information as to the movements of the rival fleet, and for this reason it is believed that he has not taken the departure from the north coast of Hayti and will not proceed beyond the Windward passage until he has reasonable grounds for assuming that the Spanish ships have taken a decided course toward some place on the Cuban shore.

THE SPANISHS ELUSIVE.
Where the Spanish squadron will proceed is a question of uncertainty to the strategic board, and unless some of the swift scouts now supposed to be operating in waters between Cuba and the Caribbean sea "pick up" and report the fleet it does not seem to be probable that the naval officials here can be reliably informed as to the future movements of the vessels after they once get beyond the cable communication with the United States.

Four fast cruisers are now scouring these waters, or soon will be. The St. Paul, under Captain Sigbee, is said this evening to have been detached from Commodore Schley's squadron and to have been sent scouring around the west end of Cuba to reconnoitre along the south coast and watch the approach of the enemy from that direction. Meanwhile, the Yale and the St. Louis and probably the Harvard in a day or so will be traveling over that section of the sea that touches the shores of Santiago de Cuba, and the Windward passage, where the possibilities are equally strong that the Spanish fleet may appear.

Admiral Sampson may now be on his way to Havana, or taking a southerly course and making off and on between the east end of Cuba and Hayti to intercept the fleet should it attempt to pass through any of those passages and come around to the north of Cuba and on to Havana, hoping that Sampson has made for Cienfuegos.

The situation is regarded as one in which successful strategy now depends upon the reliability of the information concerning the Spanish fleet, and the time that will be permitted to make the necessary start to prevent the enemy from securing some point of vantage. The cable as much as the scout has kept the department and Admiral Sampson advised of late, but when the Spanish admiral again gets beyond the scope of communication there is no possible means of locating his command unless some of the fleet patrol vessels sight him and carry the news rapidly to some place where it can be sent to one of the two squadrons now on the look-out.

MORE SCOUTS ARE NEEDED.
The absence of a larger and more effective patrol fleet is now felt. Comment is made that the authorities should have anticipated the necessity of having had a dozen or more vessels for this service and should have ordered the four Morgan liners now on the New England coast and at Hampton Roads to duty of this kind. This type of vessel was secured by the government as it is contended, for rapid work on patrol service, and where there are now but three available scouting vessels operating south there should be not less than half a dozen.

A large number of these ships cruising over certain zones would render it practically impossible for the Spanish vessels to approach any section of Cuba without due notice given the fleets under Admiral Sampson and Commodore Schley. Widely separated the two fleets are now so situated that it would be impracticable for one to proceed speedily to the assistance of the other if attacked by the Spanish forces.

TRYING TO KEEP IMPORTANT SECRETS.

The navy department continues to maintain its strict censorship over all news made public relating either to the receipt of information from Sampson or the American consuls in the West Indies, or what additional instructions, if any, have been sent to the fleet commanders. In so doing it intensifies the mystery which surrounds the probable direction that Sampson's fleet has taken.

Naval officers express the opinion that Sampson's fleet is not proceeding to Cienfuegos, and will not go that far west unless the scout boats report that the Spanish are heading presumably in that direction. The proper strategy, they say, demands that the Windward passage be guarded to prevent the fleet slipping through and coming suddenly on the patrol ships on the north coast of Cuba, whereas if the enemy proceeds to Cienfuegos there will be time for Sampson to go around one end of the island and Schley the other, and thus effectually prevent escape to any port in the West Indies for coal and supplies.

This plan is the one generally agreed to by officers as the one being adhered to, and is the one laid down by the war college in consideration of possible war between Spain and the United States around Cuba.

SCHLEY NOW NEAR THE SCENE.
Whatever may be the tactics of the Spanish, the officials have no apprehension now of calamity befalling any of the smaller ships on blockade work around the Spanish fleet. The overwhelming force of the Spanish armored and flying squadrons, last reported off Charleston, is due in gulf waters, and the presence of these strong fighters will materially relieve the anxiety of the Spanish vessels might escape Sampson and get into Havana with large quantities of ammunition and supplies understood to be urgently required by Blanco to enable him to fight his Morro batteries fiercely and rapidly.

While not so formidable as the fleet under Schley with two battleships and one magnificent armored cruiser, with the addition of the monitors Puritan and Miantonomoh and a large number of auxiliary vessels, would present an array of fighters competent to deal with the Spanish successfully. It is contended by experts, regardless of assistance from Sampson's fleet. Numerically the fleet now in the gulf outnumbers two to one that under Admiral Sampson, and is little short in real fighting strength except for lack of torpedo boats and first-class battleships, of which Sampson has more.

A GAME OF HIDE AND SEEK.
The game that will be played from now on will be one of hide-and-seek, the hiding being done probably by the Spanish and the seeking by the Americans. Unless the Spanish admiral has received news of the departure of the flying squadron he is probably reckoning on having to deal with Admiral Sampson's fleet alone, which he knew when he sailed from Martinique was off the Haytian coast.

General Greeley's strict exercise of censorship on all cable messages going out of the United States may lead to the Spanish admiral being cut off from information about the steps being taken already to augment the fighting strength of the gulf squadron. The two squadrons united are admitted to be capable of dealing a crushing blow to the Spanish fleet, and if its presence can be definitely learned in time to secure the operation of the combined fighting strength of the two fleets the strategical board has no doubt that the battle will be quickly decided and with but little damage to the United States ships. Such an overpowering array of fighters opposing the Spanish fleet of four large vessels and three torpedo boats would, they say, as completely cripple Spain's naval forces in the Atlantic as Admiral Dewey's squadron silenced the guns of the vessels at Manila.

The distances between the opposing fleets render the time exceedingly problematical when they will meet, and it also depends in a still larger measure on the plans of the Spanish and their destination. If bound for any port of Cuba the journey should be accomplished by the last of this week, and if once within sight of the Cuban coast escape then without first encountering one of the two squadrons would be rendered impossible. A battle is looked for in the next seven days, probably sooner, and it is regarded as a foregone conclusion that it will come off not far from the coast of Cuba.

SPAIN'S MENACING FLEET.
(Special to The Baltimore Sun.)
Porto Plata, San Domingo, May 17.—It is reported here that the Spanish squadron of four cruisers and two torpedo boat destroyers, commanded by Admiral Cervera, is at Porto Rico. I have not been able to confirm this report, but whatever its origin it appears to be generally accepted here as true. (Special to The Baltimore Sun.)
Barranquilla, United States of Colombia, May 17.—Admiral Cervera's squadron has not come to this port. It is reported here that the Spanish ships which left Curacao Sunday evening have been signaled by incoming ves-

sels heading toward Martinique. Had the squadron sailed west from Curacao, as reported, it would have been sighted near Barranquilla. (Special to The Baltimore Sun.)
St. Pierre, Martinique, May 17.—The main part of the Spanish fleet has evidently left Martinique waters, and it is believed here that the ships have sailed either for Cuba or Porto Rico. The Terror and the Alicante are still at Port de France. Repairs on the boilers of the Terror are nearly completed and it is reported that she will leave tomorrow. The Alicante carries supplies and coal in reserve. It is said that a Spanish ship entered this port during the night, showing no lights, and departed after making a scout of the harbor.

SEVERE CRITICISM

Of the United States for its Action Toward Spain by Prince Bismark. (Copyright by Associated Press.)
Friederichsruhe, May 18.—The cold and rainy weather has increased Prince Bismark's neuralgia and aggravated the swelling of his legs, and he has been unable to leave his bed for several days. Dr. Schweninger is again here, and is disquieted about his patient.

The prince, therefore, is unable to receive visitors, but a correspondent of the Associated Press, from members of the family, has been able to obtain the views of the former chancellor on the war and the suggested Anglo-Saxon alliance, as expressed by the prince during his most recent talk at the table. In substance they are as follows: Prince Bismark condemns the war outright. He says it is due to systematic American provocation, which finally became unbearable. He added: "The whole course of the Washington administration has been insincere. My views are well understood. I have always held that war is only defensible after all other remedies have failed. The result of the war cannot be wholesome either to America or Europe. The United States will be forced to adopt an intermeddling policy, leading to unavoidable friction. She thus abandons her traditional peace policy and, in order to maintain her position, she must become a military and a naval power—an expensive luxury which her geographic position rendered unnecessary.

"America's change of front means regression in the high sense of civilization. This is the main regrettable fact about this war."
Regarding the speech made on Friday last by Joseph Chamberlain, the British secretary of state for the colonies, at Birmingham, Prince Bismark said: "The importance thereof depends upon whether Mr. Chamberlain's private opinions are those of the British government. Closer Anglo-American relations are doubtless feasible, but an alliance is inadvisable and unwise. It is a mistake to call the Americans Saxons. Theirs is a mixed blood, British, Irish, German, French and Scandinavian. The Anglo-Saxon does not even preannote today. This dwelling on so-called race interests is nonsense in politics. Look at the Franco-German agreement and the dreifund. Politics are not dictated by such far-fetched sentimentalities. "Germany's duty, plainly, is to maintain her interests by carefully nursing the good neighborhood of the European nations."

DEFENSE WORK RUSHED.
On Port Tampa Fortifications—Suspicious Characters Loafing About the Camps.
Tampa, Fla., May 18.—General Ludlow, of the engineer corps, spent the afternoon at Port Tampa completing arrangements for the protection of the harbor. Coast defense work at Egmont and Mullet Keys, at the entrance of Tampa bay is being pushed to completion and the siege guns now here will be sent down in a few days to be mounted on the batteries.
Hundreds of camp followers are scattered around town, among the number being several suspicious characters, who have been seen loitering about the infantry camp. Tonight a guard of sixteen men from the Seventeenth infantry was stationed in the neighborhood of the large water tank at Tampa ports.
Members of General Wade's staff are packing up their personal effects preparatory to removing to Chickamauga, where General Wade has been appointed to the command of one of the three army corps now assembling there.
One regiment of Ohio volunteers joined the troops at Lakeland tonight. Five regiments are now in camp there. Governor Bloxham, of Florida, who is here organizing the First Florida regiment, today appointed Frank H. Brown, vice-president of the Plant system, a member of his staff, with the rank of colonel.

How Dewey Got Plans of Manila.

Cincinnati, May 17.—Mr. William Doherty, an ornithologist and entomologist has just returned from the Philippine islands via Hong Kong and San Francisco. He succeeded in passing all Spanish customs officers at Manila with complete plans of the city, the harbor, the fortifications and minute details of their armament, from Consul General Williams to Admiral George Dewey. The plans and drawings were concealed in a newly laundered shirt which was folded, pinned up and banded in the usual style and put with other clothing in his trunk. Arriving at Hong Kong early in April he delivered the same prominently important papers to Admiral Dewey on the Olympia.

Stamp Taxes
Are coming as a necessary war measure, and as a consequence medicines will be advanced in price. If you have not yet begun your course of Hood's Sarsaparilla, it is advisable to lay in a year's supply at once and begin to take it TODAY. By so doing you will save money and regain health. Hood's Sarsaparilla is America's Greatest Medicine. Be sure to get Hood's.

Hood's Pills are easy to take, easy to operate.

GLADSTONE IS NO MORE.

The Grand Old Man Has Passed Away.

ALL EUROPE MOURNS.

He Died Peacefully at an Early Hour Yesterday Morning—Those About Him Recognized Shortly Before His Death—Expressions of Sorrow from Many Quarters—To be Buried at Hawarden—Parliament to Ask for a Public Funeral.

Hawarden, May 19.—Mr Gladstone died at 5 o'clock this morning. He had been unconscious practically all day, though at times he seemed to recognize for a moment some of the watchers about him. Certainly he did recognize his wife who was beside him all day, except when the physician prevailed upon her to rest. She tenderly clasped her husband's hand as she watched him. Apparently he slept a good deal. Occasionally he uttered a few words, in a dreamy way, words which those who were watching were unable to catch. Their only consolation was that he was not suffering pain. No narcotics were administered.

Though a national funeral will probably be accepted by the family, there is little doubt that the remains of Mr Gladstone will be laid to rest in the peaceful graveyard at Hawarden, adjoining the church where he was married more than half a century ago. At Hawarden the happiest portion of his life was passed, and it is truly a retreat sweet enough for any laborer.

London, May 19.—Every other topic in Great Britain yesterday dropped out of sight before the passing away of Mr Gladstone. In two places, perhaps, was the tension most keen and most heartfelt—the house of commons and Hawarden.

Just before the house rose yesterday a telegram from Mr Herbert Gladstone reached Lord Stanley announcing that his father was sinking. Already before his death the hush of grief seemed to fall over the scene of his triumph.

It was generally felt at St. Steven's that his dying was but the sequel to that great scene witnessed four years ago when his father spoke. Already before his death the hush of grief seemed to fall over the scene of his triumph.

Throughout the whole kingdom every public gathering added its words of deep grief to the volume of national mourning clearly versed in a telegram from the prince of Wales to Mr. Henry Gladstone: "I am glad to hear that you are well, your mother and our family at this trying time you are experiencing. God grant that your father do not suffer."
(Signed) ALBERT EDWARD.

A broad evidence of sympathy were almost as universal. M. Faure, president of the French republic, daily inquired and has regularly received every bulletin. The press of Belgium, France, Italy and Greece, in a spontaneous outburst, recalled how many oppressed peoples during Mr Gladstone's life have offered hymns of praise for his intervention in their behalf; while in Madrid even the prospect of his death has caused a twenty-four hours' suspension of war animosity against England.

Not the least point into this tribute to Mr Gladstone was its profound unanimity.

The late Right Honorable William Ewart Gladstone, M. P., P. C., is the fourth son of the late Sir John Gladstone, Bart., of Pasque, county Kincardine, N. B., a well-known merchant of Liverpool, and was born there, December 29, 1809. He was educated at Eton and Christ Church, Oxford, of which he was nominated a student in 1829, and graduated, taking a double first class in Michaelmas term, 1831. He was returned at the general election in December 1832, in the conservative interest, for Newark, and entered parliament just as the struggle of parties was at its height.

On the resignation of Mr Disraeli's ministry in December, 1868, Mr Gladstone succeeded that statesman, as First Lord of the Treasury.

Accident to the Gresham.
Ogdensburg, N. Y., May 17.—One half of the United States revenue cutter Gresham went to the bottom of the St. Lawrence river this morning and now rests on her side in twenty-five feet of water.

The steamer had been cut in two and pontooned for passage through the Canadian canals to Montreal, where it was to be reunited and sent to join the navy. While waiting for the tugs to day to start down the river the bow section, forty-eight feet in length, suddenly careened to one side, forcing that pontoon under the water. The upper pontoon then shifted position, drawing the other pontoon entirely away from the bow section and almost turning it bottomside up.

Fourteen seamen were just finishing their breakfast in that end of the boat and were thrown into the water, but all escaped. The accident was caused by overloading the top deck, making the small section topheavy.

THE OREGON SAFE.

Is the Official Announcement Made at the Navy Department.

HER DESTINATION IS REACHED.

Her Actual Location is Kept Secret--Thirteen Thousand Miles Made by Her in Past Six Weeks--The Charleston Sails for Manila--Dewey Able to Hold His Ground--Men to be Sent to Man the Vessels Captured From Spain--Cutting Barred From Our Vessels.

Washington, May 18.—Secretary Long gave out the welcome information today that the battleship Oregon, the second largest craft in the American navy, had successfully completed her long trip, from San Francisco, making the entire circuit of South America, and was now safe. Whether or not she has joined Admiral Sampson's fleet, the secretary would not say. The rigid secrecy of the navy department was relaxed only enough to make known the best news the navy department had received since the battle of Manila, as it meant not only that the Oregon was out of harm's way from a concerted attack on this one ship by the whole Spanish squadron now in southern waters, but also her great fighting strength would add to Admiral Sampson's force in the near future, if indeed it had not already augmented the admiral's strength.

The Oregon left San Francisco about six weeks ago, before the war had opened and at that time it was not admitted that she was to join the ships in Atlantic waters. She stopped at Callao for dispatches and then went round the Horn and then up the east coast of South America. In all the trip covered more than 13,000 miles.

Aside from this bit of information, Secretary Long said at the close of office hours that there was no further news to be given out. Late in the day Secretary Long joined the war board which had been in session for some hours to participate in the discussion of their plans, which are believed to have been materially modified by the news received from the Oregon.

The cruiser Charleston, which started today on her long journey to meet Admiral Dewey at Manila, should arrive there in about twenty-four days, allowing a couple of days at Honolulu for coal.

Admiral Dewey's cablegrams show that he is able to maintain the ground he has gained until reinforcements arrive in the usual course, so that the Charleston will get there in time to serve his purpose. The stock of ammunition which the Charleston carries is believed to be the great essential just now, the fierce engagement at Cavite having consumed a large part of the American admiral's shot and shell.

Some little disappointment is felt at the navy department at the singular accident that happened to the revenue cutter Gresham yesterday, when one section of the ship was thrown into the St. Lawrence. The immediate effect will be the loss to the navy of a very efficient little gunboat.

There was a good deal of talk at the war department today of the possibility of an issue by the president of another call for volunteers, but careful inquiry tends to warrant the statement that this is at least premature and that no further call is likely to issue until the aggregate number of soldiers already called for have responded and have been equipped for service. This last matter, the equipment of the new troops, is the main source of delay and promises to become even worse in the future.

The news bulletin issued by the navy department today contained the following items:

An order has been issued by the department forbidding the presence of Sylvester Scovell, a newspaper correspondent, aboard vessels of the navy as at any naval station on account of his conduct in stowing himself away on board of the tug Uncas on the recent trip of that vessel to Havana, he having been refused permission to go as a passenger.

Negotiations are in progress for the exchange of Thral and Jones, newspaper correspondents, for Colonel Cortijo and Military Surgeon Julian, now prisoners of war in the United States.

The Adula, with refugees from Cienfuegos, left that port May 11th for Kingston.

CUTTING OF THE CABLES.

The department also made public an extract of the mail report of Captain McCalla, commander of the Marblehead, describing the cutting of the cables in Cienfuegos bay last Wednesday. The main facts had been sent out in the report already made by telegraph, but a few interesting details are included in the abstract, which are as follows:

At the recent action off Cienfuegos, Lieutenant Southland commanded the Eagle, Lieutenant Winslow the steam launches and sailing launches from the Marblehead and Marblehead, with Lieutenant E. A. Anderson second in command. There were four boats used and their orders were to drag for and cut the cables off Cienfuegos under the protection of the guns of the Nashville and the Marblehead. An infantry and cavalry force posted about the cable house was first driven from their position by the guns of the Nashville and the Marblehead. The four launches then dragged for and succeeded in catching the cables. The cable house was destroyed by the guns. A small inshore cable was found, but an infantry force with a Maxim gun, with a distance of only 150 yards, kept up such a hot fire as to prevent this cable being grappled, particularly as the

enemy had retreated into the gullies and ravines where they could no longer be reached by the fire from the ships. The enemy having finally concealed themselves in the light house and opened fire on the boats from that point, the ships opened fire upon the light house and destroyed it.

Lieutenant Winslow was wounded in the hand. Patrick Regan, private marine, was killed. Ernest Sutzentich, apprentice, has since died; six other men were wounded. I cannot speak in too high praise of officers and men engaged in the four boats in cutting the cables. Their work was performed with the utmost coolness and intrepidity under the most trying circumstances and I shall later have the honor to call special attention to their conduct.

(Signed) McCALLA, Commander.
THE CHARLESTON SAILS.
Vallejo, Cal., May 18.—The cruiser Charleston got under way for Manila shortly after 10 o'clock this morning. On the vessel are a number of newspaper correspondents, among them being Mr. E. Lanley Jones, who has been ordered to Manila to make reports of the United States troops for the Associated Press.

The Charleston was heavily loaded with ammunition for her own guns, in addition to a large supply of powder and projectiles for Admiral Dewey's fleet. No troops were carried on the Charleston, as she had no room for more than her own crew (380 men). The cruiser was heavily loaded with coal, but will not have much left when she reaches Manila.

San Francisco, May 18.—The Charleston had not passed through the Golden Gate at 5:45 o'clock this evening, although she left Mare Island shortly after 10 o'clock this morning bound for Manila. It is generally understood that her compasses are being adjusted by Angel Island, but her commander may be awaiting further instructions from Washington.

A few alterations in the City of Pekin's arrangements which have been decided upon will delay the departure of the vessel until Saturday next. When ready for sea, the Pekin will carry four 4-pound Hotchkiss rapid fire guns, two being placed in her bow and two in her stern. She is being prepared for 1,000 of the enlisted men, 72 army officers, 8 navy officers and 112 sailors. The latter, with their officers, are to man the Spanish ships captured by Admiral Dewey.

There are now nearly 4,000 men camped at the Presidio and nearly as many more will be here by the middle of next week.

Another Spanish Trick Falls.


(Copyright by Associated Press.)
Key West, Fla., May 17.—The United States cruiser Wilmington, Command-

er C. C. Todd, when about thirty miles east of Havana, yesterday fired four shells into a Spanish trap, in the shape of a derelict sinking in, and thus doing away with another piece of Spanish trickery. The commander of the Wilmington had been warned by dispatch boats that some dangerous wreck was drifting about the spot mentioned and the cruiser steamed in that direction to investigate the reports. An old Spanish schooner, with her deck loaded to the rails with rusty iron, car wheels, etc., closely packed together, was found floating in the track of torpedoes and dispatch boats. The iron laden schooner had evidently been sent out of Havana harbor in the hope that a torpedo boat or small craft of the blockading force would crash into it and be so damaged as to cause her to sink. As wires were noticed around the iron rails on the schooner, Commander Todd believed the Spanish trap might also contain explosives, and therefore, laying off a considerable distance from her, his guns promptly sent her to the bottom.

General Wade Tour of Inspection.

Jacksonville, Fla., May 15.—General Wade and staff reached Jacksonville this afternoon after having made a tour of inspection along the east coast, going as far south as Miami. They remained here several hours, being met at the station by prominent citizens and driven over the city to the various points of interest.

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