

# The Wilmington Messenger.

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## BEFORE SANTIAGO

### Negotiations Now Hitch on the Terms of the Surrender of the City.

## A CONDITIONAL SURRENDER

Proposed by the Spanish Commander—Rejected by General Shafter. Who Demands Unconditional Surrender—The Strategic Board in Consultation with General Shafter—Watson's Eastern Fleet—An Unexploded Shell Stuck in the Iowa—Another Vessel to be Substituted in Her Place for this Reason.

Washington, July 9.—The great battle expected today did not take place, although the armistice expired at noon with the forces on both sides at Santiago lined up for battle. The reason was that the Spanish commander, who had been in correspondence by telegraph with his home government, was seeking to make terms with General Shafter by which he might save his army from capture. He was willing to give up Santiago without resistance if allowed to retreat with all his men and arms across the island, but this idea was not entertained for a moment by our government. On the contrary, every effort will be put forth to seal up all avenues of escape from Santiago and to compel the final surrender of the Spanish army. To have allowed them to make their way unmolested into the interior would have amounted simply to reinforcing the garrison at Havana, by these thousands of trained soldiers who had proven their courage in the fighting in the trenches. On the other hand to compel their surrender it is believed will certainly produce an enormous moral effect both in Havana and in Spain itself and thus tend to the early conclusion of the war.

Secretary Alger and Adjutant General Corbin were in communication with General Shafter at Santiago during the day. Both officials, however, declined positively to give out for publication any dispatches relating to the negotiations that are going on between General Shafter and General Linarez, or to confirm any of the exciting rumors that were flying through the corridors all day. Nevertheless, it was evident from their manner that a crisis had been reached so far as Santiago was concerned, and that as matters stood at the close of the day there was no reason to be dissatisfied with the outlook. It is known that General Shafter has lost nothing by the armistice, his men are rested, and the commissary improved, the roads have been cleared and his artillery is now almost completely placed in a most effective manner. None of these things existed at the beginning of the armistice. On the other hand, the Spanish forces have largely diminished their stock of provisions and have steadily lost confidence. As soon as they are convinced that they will be humanely treated and fed and will not be subjected to inhuman treatment (and the war department proposes that they shall be thus protected). It is expected that there will be many desertions from the Spanish lines.

### OPPOSED TO TEN DAYS' ARMISTICE.

There is the strongest indisposition on the part of the strategic board to entertain favorably the proposition said to be under consideration at Madrid looking to an armistice of ten days in order to consider terms of peace. They believe that the United States has everything to lose and nothing to gain by accepting such a proposition. During that time Camara's squadron might find safe lodgement in some strongly fortified coast town like Ferrol and thus elude Watson's pursuit.

Admiral Sampson contributed nothing further during the day to his first dispatch, announcing the possibility of saving the Spanish ships Colon, Maria Teresa and Vizcaya. Telegraphic difficulties have been encountered, but it is not believed there has been anything of importance for the admiral to chronicle today.

Naval officials feel that another chance may have to be made in the strike-up of the eastern squadron, which is to strike a blow against the Spanish coast, as the battleship Iowa

suffered some hard knocks during the recent naval battle with Cervera's squadron, and it may be necessary to substitute one of the other battleships, pending repairs on the Iowa. No decision on the change has been reached thus far, as the department has not received the report showing the exact condition of our ships after the battle. In the meantime, the Associated Press interview with Captain Robley Evans, of the Iowa, leads the naval officials to believe that the Iowa will require considerable overhauling before she can be ready for a trip across the ocean. According to Captain Evans' story of the battle, the Iowa was struck twice by Spanish shells, and one shell exploded while the other is embedded, unexploded, near the water line of the ship. This last shot may prove troublesome, as an unexploded shell near the water line is not a desirable adjunct to a battleship. From the fight in which Captain Evans speaks of the damage it is not regarded as very serious by the officials here, yet it is probably enough to keep the Iowa from accompanying the eastern squadron to the coast of Spain. A decision as to whether she will be withdrawn will not be made until the report is received on the condition of the ship.

Either the Massachusetts or the Indiana will be substituted for the Iowa if it be found necessary to make a change. Either of them is as formidable as the Iowa. Their four large guns are of 12-inch type, while those of the Iowa are 12-inch. In other respects their batteries are similar to the Iowa's. They are commonly regarded as rather better sea-going ships than the Iowa. The department has not decided to increase the number of Watson's ships, as has been reported, as it is felt that the list announced yesterday is quite ample to take care of Admiral Camara's squadron now returning hastily to the coast of Spain. Camara's only armored ships are the Pelayo and Carlos V, the former of 9,900, the latter 9,000 tons. They are out-ranked in every point by the ships of the American fleet.

### HAWAIIAN ANNEXATION COMMISSIONERS.

The president has appointed Senators Cullom, of Illinois; Morgan, of Maryland; Representative Hitt, of Illinois and Sanford Dole, president of the Hawaiian republic, and W. F. Frear, of Hawaii, to be commissioners under the Hawaiian annexation resolution.

### SAMPSON AND SCHLEY TO BE PROMOTED.

The president has determined to promote Acting Admiral Sampson and Commodore Schley in recognition of their services in the destruction of the Spanish naval fleet in American waters, but is as yet undecided to the extent of promotion.

Although Admiral Sampson ranks Commodore Schley in command of the naval forces in Cuban waters, he is subordinate to the officer by two numbers in the naval register. Commodore Schley stands number eight in the list of commodores and Commodore Sampson stands number ten, having been promoted to that grade within the past week. Commodore Watson, also on duty with the fleet at Santiago, is senior to both of the others, standing number six in his grade. When an official report is received a decision will be reached as to the extent of promotion to be made.

The ancient Greeks believed that the Penates were the gods who attended to the welfare and prosperity of the family. They were worshipped as household gods in every home. The household god of today is Dr. King's New Discovery. For consumption, coughs, cold and for all affections of Throat, Chests and Lungs it is invaluable. It has been tried for a quarter of a century and is guaranteed to cure, or money returned. No household should be without this good angel. It is pleasant to take and a safe and sure remedy for old and young. Free trial bottles at R. E. Ward's drug store. Regular size 50c and \$1.00.

### Balloons to Designate Positions of our Troops.

Tampa, Fla., July 9.—A gas plant is just being completed by the government here. Gas will be made here and placed in cylinders and sent to Cuba for use in the balloons, it having been determined that this can be done better than by taking the portable part over. Besides the big thirty-foot observation balloon, a number of small 7x9 foot balloons are to be sent over. These small ones are not for observation, but for signaling. Each one will be painted a different color and one will be anchored over each division of the army, so whereabouts of each will never be any possibility of one firing on the other. This method of keeping track of the different commands is very highly regarded by army officers.

### THE DELAWARE LOST

This Clyde Line Steamer Burned off Barnegat—Her Seventy Passengers All Safely Taken From the Steamer.

Atlantic City, N. J., July 9.—The Barnegat, N. J. life saving station reports at 8 o'clock this morning that the Clyde Line steamer Delaware, from New York for Charleston and Jacksonville, was abandoned off Barnegat at 10:30 o'clock last night, the steamer at the time being on fire. The passengers and crew left the burning vessel in boats and on life rafts. There were seventy persons in all and they were rescued by the members of the Cedar Creek life saving station with the aid of the fishing smack S. P. Miller.

New York, July 9.—Advices from Barnegat say that the life saving crew on hearing the Delaware's distress signals had been driven from the steamer by flames and heat and were floating on the surface of a calm sea in small boats and on life rafts. The Cedar Creek life boat was the first to arrive. The life boats were found to be dangerously overloaded and were lighted in haste until the life boat was full. The fishing smack S. P. Miller came up soon afterward and took aboard the crew who were in the life rafts. At this time one boat had disappeared in the darkness, and some fear was felt for her safety. The Miller cruised about in search for her without success for many hours; she was found in the morning and taken to the Luckenbach Towing Company's tug Ocean King steamed up, drawn to the spot by the appearance of disaster. The passengers and some of the crew were taken aboard her, and she continued on her voyage to this city. The captain and twelve of the crew were taken ashore in the surf boats, and boarded a train for New York, to report to the head office.

John H. Mahon, of Hackensack, N. J., who was on the Delaware, said: "I had retired at about 9:45 o'clock on Friday night and had barely dozed, when a steward began hammering at the state room shouting 'All up!' The members of the crew were cutting holes in the saloon flooring with axes and hatchets and from every hole thus cut great flames burst forth and began consuming the cabin furniture. It was apparent at a glance that the

### THE AMERICAN NAVY

Its Status Among the Navies of the World Recognized in Complimentary Terms by the British Press.

London, July 9.—The weekly newspapers today, discussing the war, all pay glowing tributes to the American navy. Even the Saturday Review says: "It is impossible not to feel a certain pride in these achievements of men of our own race. Every Englishman will remember that it was men of the same quality and fine marksmanship which gave us victory both on land and sea, from Crecey to the Crimea, and something peculiar and noble happened in this fight which, showed in a far higher kinship between the two peoples. 'Don't cheer,' shouted Captain Phillips, 'the poor devils are dying.' It seems to us this expression of tender sympathetic humanity is just as fine as the 'Kiss me, Hardy,' of the dying Nelson.

The Spectator, in a long article on the same subject, says: "The first thought of all Englishmen that the American fleet did its work splendidly. The whole performance of Admiral Sampson's fleet was in accordance with the best traditions of Anglo-Saxon navies and every Englishman has read of their doing with a flush of pride. There was the same old, hard pounding; as the 'Elizabethan sea dogs' used; the same curious mixture of steadiness, daring, coolness, and reckless dash. The moral aspect of what was almost the first and last of what may be the last fleet action between the Spanish and English races is very much alike. In both cases it was the man behind the gun who, at the last resort, won the battle. The battle shows that the American navy is a most efficient fighting machine. We did not need to be told that here. We knew it already and realized of what stuff the Hon's whelps are made. They, however, did not know it on the continent, though they apparently know it now. For ourselves, we have little doubt that the American fleet could face even that of France without any great risk of disaster, in spite of the fact that, by the rules, the French fleet is ten times stronger. We believe this could be done if it were

### IMPORTANT EVENTS OF THE DAY.

- The Spanish Commander at Santiago Proposed a Conditional Surrender, which was Refused by General Shafter, then He Asked for Extension Until 4 o'clock Last Afternoon of the Armistice.
- Spain is Considering the Question of a Ten Days' Armistice During Which to Arrange the Terms of Peace.
- The Government Employs the Merritt Wrecking Company to Raise Such of the Vessels of Cervera's Fleet as Can be Saved.
- The Clyde Line Steamer Delaware is Burned off Barnegat. There Were About Seventy Passengers, all of Whom Were Saved Without Danger.
- The London Press are Profuse in Their Praise of Our Navy.
- The Spanish Cabinet is Divided on the Subject of Peace.
- At Guantanamo Fifteen Spaniards a Day Die of Starvation.
- The French Consul at New York Investigates the Charges of Cruelty Against the Crew of the Bourgogne in the Recent Marine Disaster.
- Senator Don Cameron Offers His Estate at Helena, S. C., as Hospital Grounds for the Wounded from Havana.
- The Destruction of the Alphonzo XII was a Most Gallant Affair on the Part of Our Little Warships.

vessel was doomed. Preparations were quickly made for taking to the boats. The transfer was made safely, showing the complete discipline under which the captain Ingram had his crew. No boat capsized, neither man nor woman got wet and the transfer was conducted in a manner most praiseworthy to the officers and crew of the ship."

Thomas H. Wholes, of Austin, Texas, a correspondent of the Christian Science Monitor, said there were three loud explosions and two minor ones on the ship. Mr. Wholes said: "It was a moon light night, there was very little wind and the surface of the water was by no means rough. The conditions enabled the ship's officers and crew to effect the transfer of the passengers to the boats with almost military precision. The captain was the first man to leave the ship. He lowered himself over the side by a rope into a raft. Boat No. 2, in which I had left the ship, was rowed up to this raft, a line thrown out and we towed the raft clear of the ship out of danger and away from the fierce flames and terrible heat. The passengers escaped, many only partially dressed. Passengers and crew alike lost their baggage and effects. The passengers and crew were saved by means of our life boats and the two rafts, all of which were provisioned and watered. The women behaved splendidly and, indeed, there was no excitement among passengers or crew."

The Delaware was formerly a freighter, but recently when the government secured some of the Clyde Line's passenger ships, the Delaware had to be used for passenger service. She was a wooden ship, built in Philadelphia in 1880, and was valued at \$125,000. The vessel was insured, though for what amount could not be ascertained. The superintendent of the life saving station at Point Pleasant reported this afternoon that the Delaware had sunk about three and a half miles off that place.

### Spanish Army the Obstacle to Peace

London, July 10.—The Madrid correspondent of the Observer says: "The army is the obstacle to peace. It is unwilling to yield without further fighting. General Blanco and the other military leaders are ashamed to ask for peace without testing their fighting capabilities with the Americans. If they are deprived of the opportunity they will rise and fight in Spain against the government and in Cuba on their own account against the invaders. This is the explanation of the perplexity and irresolution of the government.

useful, but it won't be as America need not be attacked by France without our taking a hand in the game. Sampson, Dewey and the officers they have the happiness to command are able to destroy French ships of vastly superior power, just as we did 100 years ago.

"As for the German and American navies, there can, of course, be no comparison. The Germans are fine sailors and brave men, but a naval struggle between the United States and Germany could be very short and very complete. The greatest credit is due to the American navy for the manner in which this operation has been carried out. Like the exploit of Dewey, the sea fight at Santiago has proved that the British sailor has in his American kinsman a worthy ally and rival. So far as her fleet is concerned, America need not fear comparison with any country in the world."

### CHARLESTON'S HOSPITALITY

To the Troops Here Awaiting Transportation to Cuba—Miles Sails With Some of the Soldiers.

Charleston, S. C., July 9.—The people of Charleston have been doing everything in their power to make the troops here comfortable. The quarters supplied for them by the city are the best to be had and are cool and commodious, and each day Mayor Smyth supplies each regiment in the camp with 1,000 pounds of ice for the drinking water. Appreciating these and many other courtesies extended his command, General Wilson today sent a letter of thanks to the mayor and council, thanking Charleston for all that was being done for his men. In place of this the city has established its claims as most acceptable place for the embarkation of soldiers. It was learned that the Yale and the Columbia left their anchorage off the lightship at 1 o'clock this morning, and were safely aboard the transfer of troops and baggage was made without an accident of any kind.

You need not think you can't take it. Try "Morrhuvin" a perfect "Wine of Cod Liver Oil." You get all the virtue of the Oil without the disagreeable effects. Sold by J. C. Shepard, J. H. Pentecost.

## AMONG THE WRECK

### Of Vessels of Cervera's Fleet as They Lie Upon the Cuban Shore.

## SPAIN'S NAVAL GLORY GONE.

Description of the Vessels as They Lie Beached Along the Coast—Wrecks of Spain's Most Formidable Warships—Ghastly Sights Witnessed by Those Sent Aboard the Ships—Destruction of the Spanish Auxiliary Cruiser Alphonzo XII by Three Little American Gunboats—Their Gallant Attack Waiting for General Miles.

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Off Santiago de Cuba, July 7, by Associated Press Dispatch Boat Dauntless, via Port Antonio, Ja., July 8, by Way of Kingston, Ja., July 8, 11:50 p. m.—The vessels which composed Admiral Cervera's squadron, converted into wrecked channel houses, are littering the Cuban coast and the scenes of desolation, ruin, horror and death baffle description.

At the entrance of the harbor of Santiago lies the Reina Mercedes sunk at midnight on July 3rd. Westward five miles from the harbor is a torpedo boat destroyer, stuck fast in the rocks, close in shore and battered by the surf. Rocks jutting out of the water just in front where she lies hide her hull from view. Her davits and the top of her conning tower alone mark her resting place.

Visible from the sea, a few miles further, in an inlet embraced by two mighty arms of black rocks that extend half a mile into the sea, are the remains of the twin cruisers Infanta Maria Teresa and Almirante Oquendo, formerly the pride of the Spanish navy.

On beyond, lies the Vizcaya, a mass of ribs, and forty-two miles away from Santiago the Cristobal Colon lies helpless on her side. With her smokestacks under water. The Infanta Maria Teresa and the Almirante Oquendo stand upright, stuck fast on the rocky shoals. All that is left of their hulls, their heavy armor defying the ravages of time. Inside of them the work of destruction is complete. Their boilers, engines, bunkers and magazines have been blown into unrecognizable masses of twisted, melted iron. Exploded shells, burned rifles and revolvers, pieces of yellow brass work and gold and silver coin, melted by the intense heat, are strewn all over the remains of the once proud cruisers, whose protective decks only stand in place.

But the most ghastly, horrible sight in those silent steel coffins are the mangled, scared and charred bodies of hundreds of brave sailors sacrificed for their country. Buzzards are feeding off the dead and hover over the wreckage on the beach, other flocks of vultures sit in silent waiting for the sea to give up its dead. Every tide adds to the tale of horror, washing up such objects as, for instance, a sleeve enclosing a wasted arm, other portions of human bodies gnawed by sharks and countless relics of the battle. Attention has been given to the burial of the dead of the enemy, and over 100 bodies taken from the ships or washed ashore have been interred upon the beach, by Rear Admiral Sampson's orders. Those which now remain are either almost totally consumed by fire, charred beyond recognition, or lie in the depths of the sea. These form the food of the buzzards who keep constant vigil about the wrecks.

The buried remains lie in a confused mass, unnumbered and unnamed on the sandy beach, where the vessels went ashore. A rude wooden cross from the wreckage alone marks the grave, a grave which Spain may well mourn.

Boat's crews from the Texas and the Associated Press dispatch boat landed this morning on the wrecks of the Almirante Oquendo and Infanta Maria Teresa. Commodore Schley saw some Spaniards on board of them and thought our men had better take their arms, but they would not wait. When they neared the ships they saw the Spaniards leaping off and swimming ashore. Not a shot was fired, however. Probably the Spaniards had been looting.

The wrecks are described as looking like big steel buildings after destruction by fire. The deck beams of the warships are twisted as if the flames had the power of a tremendous explosion. Side armor plates weighing tons have been wrenched off and there were many evidences in the large holes of where the spots of the Brooklyn and Oregon had landed. The decks were strewn with officer's uniforms, provisions and some small arms. All the guns are ruined except an 11½-inch gun in the forward turret of the Infanta Maria Teresa, which seems to be in perfect order. There is absolutely no hope of floating the Spanish ships.

### VALLIANT ACTION OF OUR LITTLE WARSHIPS.

Key West, Fla., July 9.—4:50 p. m.—There is now little doubt that the Spanish steamer destroyed by the Hawk, Prairie and Castine at Mariel on Wednesday last was the trans-Atlantic liner Alphonzo XII, of nearly 6,000 tons. Although the American ships were unable to approach close enough to clearly establish her identity on account of the brisk fire from the steamer and the shore batteries, her appearance corresponded almost exactly with the description of the Alphonzo XII as given by Lloyds. The destruction of the ship, the chief details

of which have already been published, was a daring piece of work. The credit does not all belong to the Prairie, whose big guns finally encompassed the Spaniard's ruin and left her a mass of blazing wreck on the beach. The work of the little converted yacht Hawk was heroic to a degree. It was she who first discovered the enemy, and alone gave chase, running back for the assistance of the two larger gunboats only when the Spaniard drew in under the Mariel batteries and close to two Spanish gunboats lying in the harbor.

Before seeking aid, however, the Hawk lowered a small boat, manned by Ensign Schofield and a crew of six. In the bright light of the tropical moon they pulled boldly into within a ship's length of the Spaniard, after she had gone aground, their mission being to learn her name. From the time they left the Hawk until their return the small boat and her crew made a brilliant target for the machine guns and small arms aboard the steamer, and an incessant fire was directed at them. Nothing daunted, they drew close enough to hear spoken orders or the enemy's deck. Shots were flying all around them, but none struck them and they were eventually compelled to return to their ship without having fulfilled their purpose. The fire, not only from the ship, but also from the Mariel tower, sand battery, and Spanish gunboats, continued until the Casabe and the Prairie came up and silenced them and destroyed the Alphonzo XII.

### WOUNDED SENT TO HAMPTON ROADS.

Siboney, July 8, 9 p. m., by Cable July 9, 10 a. m.—Orders have just been issued by Surgeon Lefegay, who is in charge there, that all the wounded and sick soldiers who are able to bear removal, shall be taken to Hampton Roads by the steamer City of Washington and Olivette, which will leave tomorrow (Saturday). The bad cases among the wounded and sick will be put on board the hospital ship Bellefleur for better care. This will clear the hospital here of all but minor cases.

### TO AWAIT ARRIVAL OF MILES.

General Shafter has been advised from Washington under date of July 6 as follows:

"Miles with heavy reinforcements leaves tomorrow with greatest care in investing Santiago." This is believed by everybody here to mean that hostilities will not be resumed by our side unless they are forced to an attack, until General Miles arrives.

Refugees, many of them starving, although loaded with jewels and money, are struggling along the road from Caney to Siboney. The bodies of four women, apparently white-top, were found on the road today. There is a place for the refugees here. It is probable that the Cubans have been forced to camp elsewhere and leave their base of supplies.

### Lighters Reach Cuban Coast

Washington, July 9.—The war department today received information showing that one 250 ton double deck lighter, one open lighter and a tug had arrived off the southern coast of Cuba for General Shafter's use.

The department today secured the steamship Roumania which is to be fitted up for transport purposes. She is a twin screw vessel and has a large carrying capacity.

### Garrison Ordered to Honolulu

San Francisco, California, July 9.—Major General E. S. Otis has received orders from the war department to proceed at once to Honolulu to assist in the ceremonies of the occupation of the Hawaiian Islands. General Otis has been ordered to take the first regiment of New York infantry U. S. V. with him to garrison Honolulu and will need a large transport. It is desired to get an additional vessel to the five secured for the fourth Manila fleet for their transportation, but there is not now a vessel in sight.

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Colonel Roger Moore Writes:

Mr. R. E. Ward:  
Dear Sir: I take pleasure in stating that a member of my family, very much troubled with indigestion, has been greatly benefited by the use of the Aetna Lithia Water.  
Very truly,  
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