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NUMBER

READY FOR THE SPANIARDS

KEEPING CLOSE WATCH

FOR THE SPANISH SQUADRON.

All the Naval Officers on the Blockade Station Anxious for an Early Meeting.

On board the Associated Press Dispatch Boat Kate Spencer, off Havana, May 16.—Via Key West, Fla., May 17.—The ships of the American blockading squadron are keeping a vigilant watch for the appearance of the Spanish fleet and will not be taken by surprise should the Spanish men of war round Cape Antonio, the westernmost point of Cuba, and swoop down upon Havana. All our ships have been warned by Commodore Watson of the possibility of such a move, and sailors are kept constantly in the tops, where they can sweep the horizon for thirty miles, looking for the first sight of a hostile ship.

All the naval officers on the blockade station are anxious for a meeting with the Spaniards, and when informed that the latest reports placed them off the coast of Venezuela, they jubilantly declared that the enemy could be hemmed between the Windward islands and the Yucatan channel, to be destroyed. The only fear expressed was for the safety of our ships blocking Cienfuegos. But they do not doubt that precautions have been taken for the safety of the ships now on the Southern coast of Cuba. The torpedo boats and fast yachts of the auxiliary fleet keep the blockading ships in constant communication with Key West, whence the movements of vessels are being directed.

General opinion is that there will be no movements of the army in the direction of Cuba so long as the Spanish fleet remains in the American waters, or until it is met and beaten.

The blockade of Havana has been maintained without incident since the Conde Vendito and Legazpi attempted to draw our ships under the big guns of the Santa Clara battery on Saturday evening.

The French frigate Dubourdieu, which entered Havana harbor a week ago, after an unpleasant incident, which necessitated the firing of two shots across her bows before the Frenchman would show his flag, passed out this afternoon about 4 o'clock and headed northwest. The Dubourdieu is a long school ship, carrying six-inch and five-inch guns and one-pounders, besides two torpedo tubes. The Mayflower ran close enough to the frigate to establish the Frenchman's identity and then stood off. Our flag was not saluted.

The Dubourdieu, like the French sloop of war Fulton, had on board many refugees. She is bound probably for some Mexican port.

The activity along the coast continues. Squads of Spanish cavalry and parties working upon fortifications have been seen daily along the shores, but they have not been molested.

Orders have been given not to expose the small vessels of the squadron to necessary danger.

ANOTHER CAPTURE.

We Get a Spanish Gunboat—Philippine Eating Horse Flesh.

HONG KONG, May 16.—The people of Manila are eating horse flesh.

The Spanish gunboat Callao has been captured by the American fleet at Manila.

Dewey is Grateful.

WASHINGTON, May 16.—A telegram has been received from Dewey, thanking the President for his promotion, and complimenting his chief of staff and the commanders of all naval vessels under him at Manila.

Wants \$20,000,000.

WASHINGTON, May 16.—The Secretary of the Navy has prepared a deficiency estimate of over \$20,000,000 for

the ordinance, equipment, construction, etc., of the navy. It may be submitted to the House today.

COULD NOT LAND ON CUBA.

Failure of the Attempt to Land Arms and Supplies for the Insurgents—The Cuban Shore Line Bristles with Spaniards.

Key West, May 15.—The steamer Gussie, which left Tampa, Fla., on May 10th, with two companies of the First Infantry on board, in charge of 7,000 rifles and 200,000 rounds of ammunition, intended for the insurgents in the province of Pinar del Rio, remained off the coast of Cuba Thursday, Friday and yesterday, convoyed by the auxiliary gun-boat Manning, in a vain attempt to land her cargo. Captain J. H. Dorst, of the staff of General Miles, and formerly United States military attaché at Vienna, headed the expedition, which returned here this morning. He says the Gussie will go to Tampa, Fla. Previous to leaving Cuban waters, the Dorst expeditionary force had a skirmish with Spanish cavalry near Cabanas, 15 miles west of Havana, where an attempt was made to land part of the cargo. On Friday morning Captain Dorst abandoned the attempt at that point, and steamed eastward to Matanzas, where an arrangement had been made with the insurgents to send supplies ashore at Point Maya, a mile or so east of the entrance of the harbor.

The Gussie and her convoy yesterday morning steamed until about two miles off shore, when the rattle of musketry from a considerable force of Spanish soldiers concealed behind underbrush ashore, warned them that they would receive a lively welcome if they landed. The Spanish troops seemed to have been furnished with information of the contemplated landing at both points.

After this second, failure, Captain Dorst decided to abandon the attempt to land the arms and ammunition, and returned to Key West. A more disgusted looking lot of troops than those aboard the Gussie this morning it would be hard to find. They had received orders not to speak of their trip, and sullenly lined the rail of the Gussie as the Associated Press launch ran alongside of her. But grunts were the only answers which could be obtained to the questions asked. Soon after the arrival of the Gussie, Captain Dorst was rowed ashore, and reported the failure of his expedition by cable to the War Department.

Naval officers here say that if Capt. Dorst had secured the co-operation of some of the ships of the blockading squadron at the point selected for the landing, the Spanish troops ashore could have been shelled and way would have been cleared for the landing of the soldiers and the cargo they had in charge, but no instructions were given to the ships to co-operate with Captain Dorst's expedition, and the Gussie was several times compelled to have to, while cruising up and down the coast, by the blockading vessels, whose commanders were under the apprehension that she was trying to run the blockade.

First to Die for the Flag.

New York Tribune, Republican.

It is worth while also to remember that the South furnishes the first sacrifice of this war. Ensign Bagley was a native of North Carolina. With his blood he has sealed the union in arms of the North and South. A people who once fought against the Stars and Stripes send one of their sons as the first sacrifice for the honor and glory of that flag. There is no North and no South after that. We are all Worth Bagley's countrymen.

ENGAGEMENT AT CARDENAS.

IN WHICH 5 AMERICANS WERE KILLED.

Details of the Battle in Which Young Bagley, of Raleigh, and Four Others Lost Their Lives—A Shell Burst on Deck—The Engagement Not While It Lasted.

Key West Dispatch, 12th.

When the United States gun-boat Hudson came up to the government dock at 8 o'clock this morning the bodies of five dead men were lying on her after deck. They were the remains of Ensign W. Bagley and four members of the crew of the torpedo boat Winslow, who were killed in an engagement in Cardenas harbor yesterday afternoon. The bodies were covered by the Stripes and Stars. In the cabin of the Hudson was Captain John B. Bernadou, of the Winslow, who is slightly injured in the left leg, and several others of the Winslow's crew, who are slightly wounded.

The dead are: Ensign Worth Bagley; John Vaveres, oiler; Josiah Jenett, cabin cook; Q. V. Meeks, fireman, and J. Daniel, fireman.

The wounded are: R. E. Cox, gunner's mate; D. McKeon, quartermaster; J. Patterson, fireman; F. Graves, and Lieutenant J. B. Bernadou. All are slightly wounded except Patterson, whose condition is serious.

The battle, while it lasted, was terrific. The Wilmington and the Hudson were ahead and opened fire on the Spanish boats, which were lying at the docks. The firing began at a range of 3,500 yards. A few minutes later the Winslow came up and also opened fire. In an instant the entire attention of the Spanish gun boats and land batteries was directed upon her. From all sides shot and shell seemed to pour in upon the little torpedo boat.

The Wilmington and the Hudson still kept up their fire, but they could not turn aside the terrible storm of fire and death pouring in upon the torpedo boat. The crew of the Winslow, however, never faltered for a second. At 2:35 p. m. a solid shot crashed into the hull of the Winslow and knocked out her boiler. In an instant she began to roll and drift helplessly. Then there was a moment of awful suspense. A fierce cheer of triumph went up from the Spaniards on the gun-boat and in the batteries, and again a storm of fire was opened on the helpless boat. The gun-boat Hudson, which was lying near by, started to the assistance of the Winslow. She ran alongside the torpedo boat and tried to throw a line to the imperiled crew. Up to this time, with the exception of the one shot which disabled the boiler of the Winslow, the firing of the Spanish gun-boats had been wild, but as the Winslow lay rolling in the water, the range grew closer and shells began to explode all about her. It was difficult for the Hudson to get near enough to throw a line to the Winslow's crew, so terrible was the firing all about her. Finally, after trying for about 20 minutes, the Hudson approached near enough to throw a line.

Ensign Bagley and six men were standing in a group on the deck of the Winslow. "Heave her! Heave her!" shouted Bagley, as he looked toward the commander of the Hudson and called for a line. "Don't miss it!" shouted an officer from the Hudson, and with a smile Bagley called back: "Let her come! It's getting too hot here for comfort!" The line was thrown, and at the same instant a shell burst in the very midst of the group of men on board the Winslow. Bagley was instantly killed and a few others dropped about him. Half a dozen more fell groaning on the blood-stained deck. One of the dead men pitched headlong over the side of the boat; but his feet caught in the iron rail and he was hauled back.

It was a terrible moment. The torpedo boat, disabled and helpless, rolled and swayed under the fury of the fire from the Spanish gun-boats. When the shell burst in the group on board the Winslow another wild shout of triumph went up from the Spanish boats and batteries, and again a heavy fire was opened on the torpedo boat. Finally the Hudson succeeded in getting a line on board the Winslow and was towing her out of the deadly range, when the line parted, and again both boats were at the mercy of the

Spanish fire.

At 3:30 p. m. the Hudson managed to get another line on the deck of the Winslow, but there were only three men left there at that time to make it fast. The line was finally secured, and the Winslow was towed up to Pedras Island, where she was anchored, with her dead and wounded on her deck. There some men from the Hudson went on board the Winslow and took the most seriously wounded off. Three men were taken on board the gun-boat Machias, and died there shortly afterward.

At 9:15 p. m., yesterday, the Hudson, with the dead bodies and some of the wounded, started for Key West, arriving here at 8 o'clock this morning.

Lieutenant Bernadou, with the surgeon bending over him, told the story of the battle to the representative of the Associated Press, as calmly as if he had been talking of the weather. He began:

"We went under full speed to attack the Spanish boats in the harbor, and you know the result. We went under orders from the Commander of the Wilmington. Our boat is badly damaged, but she will be brought here for repairs, and I think she will be ready for service again in two weeks." Continuing, the lieutenant said: "The Winslow was the worst injured, and had five of her men killed, and I don't know how many wounded. We were ordered to attack the Spanish gun-boats at Cardenas. We steamed in under a full head and were fired upon as soon as we were in range. The Spanish boats were tied up at the docks and had a fair range on us. The batteries on shore also opened on us; and I think we received most of the fire. I do not know whether any one was hurt on the Wilmington, or on the Hudson, but I think not.

"I have no fault to find with the Winslow's crew. They acted nobly all the way through. The men who were killed all fell at the same time. We were standing in a group, and the aim of the Spanish was perfect. A shell burst in our very faces."

The success of the American ships in every action thus far has been so overwhelming, that it is hard to realize that death has at last come to some of our men.

Ensign Bagley was about 26 years of age, and while the fleet was stationed here he was one of the most popular men in the service. The news of his death came as a terrible shock to all who knew him.

It has always been a foregone conclusion that the torpedo boat men would be among first to all, as their work is most dangerous, but in spite of this, when the fleet was stationed here and changes in assignments were frequently made, all the young men of the service were eager for torpedo boat duty.

The Hudson shows the effect of the fight. Her smoke stack is punctured with bullet holes and her cabin and decks are smashed and splintered.

Ensign Bagley was a native of North Carolina. His mother, Mrs. W. H. Bagley, resides at 125 South street, Raleigh, N. C. His full name is Worth Bagley, and he was appointed to the Naval Academy in September, 1891, from the fourth district of North Carolina. He graduated June 30th, last year, and was appointed an ensign on the day following. While a cadet at the Academy he was assigned to make cruises on the Texas, Montgomery, the Indiana and the Maine. Upon being appointed an ensign, last July, he was assigned to duty on the Indiana, but in the following month was transferred to the Maine. He served on that ship until November 23rd last, when he was ordered to the Columbia Iron Works for duty in connection with the Winslow, which was under construction at that time. When she was completed and put in commission, last December, he was attached to her and remained so until the moment of his death.

Mr. Bagley was a son of Maj. W. H. Bagley, for 20 years clerk of the State Supreme Court. His mother is daughter of the late Gov. Worth. His remains were embalmed and brought to Raleigh for burial.

On the receipt of the news of his death at Raleigh Governor Russell directed that the national and State flags on the capital be half-masted. The same mark of respect was shown

at Camp Grimes, the post flag there being also dropped to half staff, and the flag on the Federal building was also placed at half-mast and the front of several stores draped in mourning. A movement was at once set on foot to collect funds to erect a monument to his memory and nearly \$100 was collected Thursday. Contributions of from \$1 to one cent are asked. Larger sums than \$1 will not be received.

THIRTEEN MEN DROP OUT.

Holt's Company Failed at the Last Moment.

The Raleigh correspondent of the Charlotte Observer under date of Saturday, gave the following:

There was at Camp Grimes to-day an occurrence which all who witnessed it say they hope never to see repeated. When Capt. Holt's company, of the Second Regiment, was ready to be mustered in, and just as the mustering officer called on the men to raise their right hands, thirteen men stepped out of the ranks and declined to enlist. The mustering officer at once stated that the company was barred forever. Holt had gone to great trouble in getting up the company. The Washington company had been here a week trying to recruit. Yesterday it confessed its failure, and 20 of its men decided to join the Burlington company. So young W. C. Rodman, of the Washington company, was given the first lieutenantcy in the Burlington company. The latter company was before the surgeons and was all right until to-day, when 13 of its members showed the white feather. To-night your correspondent had a talk with the Adjutant General about this matter. He said: "I am very glad that these men who deserted Holt and Rodman have gone, as they are not the kind to make soldiers, and it will give an opportunity for brave men to take their places. But I regret that Holt and Rodman had to deal with such unworthy men. They deserved a better fate, as they had worked loyally and patriotically to get the company into service. Capt. Holt actually shed tears of mortification. He had given liberally of his time and money. I understand that most of the men who thus flinched at the last moment were from the Washington company, and that few were from Burlington. Quartermaster Marshall said that, owing to their behavior, the government would not give them transportation home, but that they must get there the best way they can after their behavior towards Capt. Holt. I believe they were drummed out of camp.

Col. Burgwyn made a talk to those who remained in camp, and urged them to enlist in other companies.

In danger of being Shot.

NORFOLK, Va., May 13.—Philip Moore of the Maryland naval reserves aboard the receiving ship Franklin has been missing since April 27. John O. Meara has been missing since May 7. A reward has been offered for both seamen, under the law which gives them ten days in which to return after their leave expired. Moore is now adjudged to be a deserter, and if caught will be court-martialed and probably shot. The officers are anxious for the return of O'Meara before he will also be declared a deserter, as they feel that, being a volunteer, he is not aware of the gravity of his breach of discipline.

NOW DEWEY IS FIXED.

Plenty of Coal, a Captured Gunboat and a Strict Blockade.

WASHINGTON, May 16.—The following dispatch was received by the Navy Department Sunday from Admiral Dewey:

"Cavite, May 13.—via Hong Kong, May 15.—I am maintaining a strict blockade. Have reasons to believe the rebels are hemming in the city by land, but they have made no demonstration. There is a scarcity of provisions in Manila. It is probable that the Spanish governor general will be obliged to surrender soon. I can take Manila at a moment. The climate is hot and moist. On May 12th I captured the gunboat Callao while attempting to run the blockade. Have plenty of coal. One British, one French, two German and one Japanese vessels are here observing."

No-To-Bac for Fifty Cents. Guaranteed tobacco habit cure, makes weak men strong, blood pure. 50c, \$1. All druggists.