

SPANISH SQUADRON LOCATED.

Sighted Off the Coast of Venezuela.

Navy Department Officially Notified of the Fact.

No Immediate Battle With Sampson's Fleet Expected.

The Oregon Said to be in the Neighborhood of Martinique—War Preparations Indicate an Early Move on Cuba.

WASHINGTON, May 14.—Definite official information reached the authorities here late this afternoon that the Spanish squadron has been sighted off the coast of Curacao, one of the Dutch West Indies, lying off the coast of Venezuela. This information was regarded as of vital importance, as it not only fixed the position of the enemy, but disclosed the purpose of the Spanish Admiral to elude Admiral Sampson's fleet, and make his way through the Caribbean, probably to Cuba. The island of Curacao was originally Spanish, and is peopled mainly by descendants of Spaniards, though it is now one of the Dutch possessions. The Spanish Admiral's course was also influenced by the fact that the French cable starting from Caracas, Venezuela, touches at the island of Curacao, thence proceeds northward through the Caribbean to Hayti, with spurs running east and west to Porto Rico and Cuba, respectively. He is thus enabled to get in touch from Curacao with the Spanish authorities in Cuba and Porto Rico, and through them directly with the Spanish Admiralty at Madrid.

No immediate battle with Admiral Sampson's fleet is expected, and the Spaniards, as seems likely, have succeeded in passing south of the American fleet, and are now well to the westward of it. As the enemy is in reach of the cable the Navy Department regards it as of the most vital concern that the whereabouts of the American ships should not be made known during the next few days. Thus far they have felt handicapped by the fact that the Spanish Admiral knew the whereabouts of our ships, while we were in doubt as to the locality of his ships. The officials here regard it as essential during the next few days to reverse this condition, so that the Spanish Admiral will be moving in the dark, while our officers will be posted as to his movements through the Caribbean.

The department doubtless is informed as to the whereabouts of Admiral Sampson's squadron, but it does not see fit to give any information on the subject, and the same rigid silence prevails as to the whereabouts and destination of Commodore Schley's flying squadron. The game has reached such a critical stage that premature publication as to the whereabouts of our ships might cause inestimable loss and failure of the present plans.

In one respect the maneuver of the Spanish fleet is a relief to the naval officials here, as it tends to show the safety of the battleship Oregon. She is proceeding from the north coast of South America to join Sampson's fleet, and is somewhere in the neighborhood of Martinique. Had the Spanish squadron remained at that point there would have been serious danger that the Oregon would have been intercepted. Now, however, she is well out of the way of the Spaniards, so long as she follows the usual route.

It is not to be supposed that the Navy Department, with a knowledge of the whereabouts of the Spanish fleet, is going to allow any of its hard-worked little cruisers and gunboats engaged in blockading duty on the Cuban coast to fall victims to the huge Spanish ironclads. Their commanders will be promptly advised of the approach of the Spaniards, and it may be set down that unless the department is satisfied that Sampson or Schley can head off and crush the Spanish fleet, the Cuban blockade vessels will be given permission to take care of themselves and get out of harm's way.

The determined attack made by the Marblehead and other vessels on the ocean cable running seaward from Cienfuegos shows that the Government finds it necessary to cut off all communication between Captain-General Blanco at Havana and Spain by cable. That the effort was not wholly successful was owing to the appearance of a superior force of cavalry, aided by machine guns, which appeared to have taken the American sailors in the boats engaged in cable-cutting by surprise. They were prepared to risk a few rifle shots, but not the murderous fire of the Maxim's. However, Captain McCalla, who is noted for determina-

tion and courage, if for any quality, it can be taken for granted will not abandon any task until he has succeeded.

Considering the great strategic value of such a move, the loss sustained by the American vessels was insignificant, and the venture was certainly warranted by the results. Once Blanco is prevented from communicating with Spain as well as with Porto Rico, it is expected their discouragement will set in, and this campaign consequently will have an earlier conclusion.

The War Department shows no signs of relaxation in its war preparations, but appears to be making ready for hostilities on the theory that they are to last for a long time. Thus lids were opened to-day for supplying the Government with a very large number of armor-piercing shells of the largest caliber, such as are used almost exclusively by coast defense guns in attacking or repelling heavy ironclad ships. Another transport was chartered to-day at New York, indicating that the move of the army upon Cuba is not to be long delayed, else the Government would not go to the needless expense of chartering the boat immediately. Two of the big tugs bought by the Navy Department from private parties were christened to-day, the Hortense becoming the Ta Koma and the William H. Brown becoming the Piscataqua. The naval register promises to include some odd names, for only recently the pretty yacht Felicia was rebaptized by the youthful name of Uncanoomuck.

At a late hour to-night officials of the Navy Department stated that they had received no information of Admiral Sampson's fleet, beyond the Associated Press dispatch announcing its arrival at Porto Plata. Porto Plata is a small seaport on the north Dominican coast. The French cable line runs through this port, and also runs down to Curacao, where the Spaniards were sighted. Admiral Sampson probably will put in at Cape Haytien, and it is from there the first official report from him is expected. From Curacao to Porto Plata is a straight line, distance about 500 miles, though going through the Mona passage and circling around the central part of the North Dominican coast to Porto Plata it would probably be about 600 miles. This indicates the stretch separating the two fleets. Since last heard from Admiral Sampson has covered a distance of between 250 and 300 miles. From Porto Plata to Havana, in which direction Admiral Sampson is now going, is 760 miles. The Spanish fleet is now approximately based on a straight line calculation about 1,200 miles from Havana, to reach which, however, she would have to go through the Windward passage, and risk a battle with Sampson's fleet.

FRANCE'S FRIENDLY ATTITUDE Shown in Her Answer to a Protest From Spain.

WASHINGTON, May 14.—Official information reached here to-day that the Spanish Government had filed a protest at the Foreign Office in Paris against the permission given by the French authorities at Martinique to the United States cruiser Harvard to remain in the harbor of St. Pierre, Martinique, for seven days to make necessary repairs. The French Government has taken speedy action on the protest, and insists that the United States cruiser, being disabled, has a full right to remain in the harbor. However, it may be necessary to complete her repairs, and that in the meantime no steps will be taken to have her leave the French port.

The Spanish protest is an important development in the present critical situation in the West Indies, as it serves to permit France to give conspicuous evidence of her friendly attitude toward the United States and to offset the insinuations which have been made as to the French favoritism to Spain.

It also makes clear for the first time the plans of the Spanish Admiral to have the Harvard forced out of the harbor at Martinique, and then to capture her with his swift cruisers and destroyers. It is impossible for the Spanish warships to attack her while she is inside the harbor. The most the Spanish Admiral can do is to wait outside the harbor, in hopes of taking the Harvard as she leaves.

It is evident from the filing of Spain's protest that she had fully expected the Harvard to leave St. Pierre, and that the Spanish ships were lying in waiting for her. But a wait of seven days would have allowed the other American ships to go to the relief of the Harvard before that time. Moreover, while the capture of the Harvard would be a valuable incident to the movement of the Spanish squadron, it is obvious that it cannot shape its course in the West Indies for the next seven days to effect this one capture. Had the French authorities decided, in view of the protest, that the Harvard must leave at once, her position would have been extremely critical, as her batteries are insignificant compared with those of the big Spanish warships, and her fleetness would not avail when the Spanish ships commanded the harbor entrance and had thirty-knot vessels among their number. As it is the Navy Department is relieved of all serious apprehension as to the Harvard as the French Government insures her safety.

By a strange coincidence the French ownership of Martinique is bringing protests from both quarters, the United States as well as Spain, although those from this country are entirely unofficial, and are expressly discountenanced by the State Department. They relate to the use of the French cable system between the United States and the West Indies, intimations being that these served to assist the Spanish authorities and to embarrass the officials at Washington. There appears to be no ground for this suspicion, as it is pointed out that the French Cable Company is working against its own interests by such a course of action, and that, moreover, it would subject itself to the danger of having its cable cut at Coney Island, where it makes the landing.

It developed to-day that General Greely, Chief of the Signal Service, had laid down a strict course of action for the cable company, to which the company fully acceded. On Thursday General Greely notified the company that the Government was reliably ad-

vised that Spain was secretly using the French line to send messages from two Spanish officials in London to the Spanish authorities at Cuba and Porto Rico. He said this doubtless was without the knowledge of the company. He then laid down certain classes of forbidden messages. This included messages between Spanish officials, in code or cipher, and messages inimical to the United States in its present war against Spain. Exceptions to the use of the cable were made for the necessities of the members of the Cabinet, and also messages from neutral Governments and their representatives in Washington.

General Greely said that he had no desire to exercise military control or supervision over the French cable lines, and, as long as the necessities do not permit, preferred that the company should look after its own affairs. While granting this permission, however, General Greely said it was with the distinct provision that the company would allow its agents and employees to refuse to receive or transmit any message he had forbidden to be sent. Mr. Lurienne, the manager of the company, gave General Greely written assurances that all the foregoing conditions would be fully observed, so that the United States authorities are now fully safeguarded against the use of the cable for purposes inimical to the Government.

The officials of the State and Navy Departments strongly deprecate as mischievous and dangerous the efforts to create the impression that France is not acting up to the rule in the observance of strict neutrality between the United States and Spain. They say that, even were there some slight foundation for the statement, the time is very inopportune for newspaper attacks that might even involve France in the present hostilities. As a matter of fact, they say there is no dispute on the part of the French Colonial Office in the West Indies to discriminate against the United States and favor Spain. If there has been any delay in the transmission of cablegrams from Martinique to the United States, or reverse direction, our Government is not in the possession of any evidence tending in the slightest to show that obstacles were purposely interposed.

As far as the matter of coaling is concerned, there is also an entire absence, as yet at least, of any evidence that the Spanish fleet has accorded any undue privileges. If the Spanish fleet at Martinique (and even this is not certainly known), much would depend upon the quantity allowed. The practice is to give a ship in such circumstances just enough to carry it to the nearest home port, which might be Porto Rico or Cienfuegos, from which replenished their coal bunkers from coalers lying in the port another interesting question would be raised. In fact, the application of neutrality laws to such cases as are now presented by the frequent movements of both American and Spanish warships is very much clouded.

A distinguished officer pointed out the fact that there were no precedents of value to guide a neutral Government just now, and the probabilities are that by the time the present war is at an end in the United States, just as it did in the war of 1812, the United States will have good many precedents and a great deal of international law for the guidance of the family of nations hereafter. Such a question as that presented by the action of the French authorities in detaining the United States ship Harvard at St. Pierre, Martinique, is a question of the Spanish torpedo-boat destroyer Terror, which she found in that port, raises in itself a host of interesting questions, and reveals the fact that there is absolutely nothing like a uniform rule in the matter of neutral nations. In the case of belligerent vessels meet in their ports, that the first comer shall depart first, while the other shall be detained twenty-four hours. Another rule is that the weaker vessel should be allowed to depart first, in order to prevent the stronger from lying in wait for her out of the port. In other cases still, the second vessel is not detained in port twenty-four hours, but the neutral contents itself with a pledge from the commanding officer of the belligerent ship that he will not engage in hostilities with the other ship until twenty-four hours shall have elapsed after his departure from the port. Generally these rules are founded on the old practice during the days of sailing ships, and they have yet to be modified to meet the needs of modern naval service. The matter of coal supply is also observed in doubtful interpretations in construction.

As far as the Harvard is concerned, the rule has not worked to our hardship. On the contrary, the officials here are rather inclined to be grateful to the French authorities for their concession of the privilege to the Harvard to remain in port until she has completed the necessary repairs to her machinery. With Spanish torpedo boats and cruisers lurking around Martinique, there is no disposition on the part of the naval authorities to expose to their attack a vessel like the Harvard, absolutely without protection against the smallest gun fire and without defensive power.

The State Department satisfied itself, as far as was possible to do so, before making the statement yesterday that no French artillerymen had been landed by the Lafayette at Havana. They are now inclined to think that the whole basis for this absurd story grew out of a remark by some naval officers that the superior gun fire of the Spanish at Cienfuegos made it very evident in view of their wretched shooting before that, that some Frenchmen must have come over to help them out.

One of the brightest, most popular and expert young officers in the Ordnance Bureau, Ensign G. L. Lattimer, at his own request, has been designated to take the place of Ensign Bagley as second in command of the Winslow. He will leave Washington to-morrow and proceed directly to Key West. It is believed that the injuries to the Winslow can be repaired at that place, but the constructor's report must be awaited before deciding positively on that point.

SAMPSON'S FLEET. No Information Given Out as to Its Whereabouts.

WASHINGTON, May 14.—Captain Sampson has not made any further details of a report of his engagement at San Juan, and whether the Navy Department knows the exact whereabouts of Admiral Sampson's fleet at this moment is doubtful. He had not communicated with the department up to this time, and it is possible that he finds difficulty in sending his dispatches to cable stations of neutral powers in the West Indies without exhausting privi-

AMERICANS DISPLAY BRAVERY.

Cut the Telegraph Cable at Cienfuegos

Amid a Perfect Hail of Bullets From Spanish Guns.

One of Their Number Killed and Several Seriously Wounded.

Spanish Loss Known to Be Heavy, Our Warships Firing Hundreds of Shot and Shell into Their Midst.

KEY WEST (Fla.), May 14.—Amid a perfect storm of shot from Spanish rifles and batteries the American forces cut the cable at Cienfuegos Wednesday morning. Four determined boat crews under command of Lieutenant Winslow and Ensign Magruder from the cruiser Marblehead and the gunboat Nashville put out from the ships, the coast having previously been shelled. The work of the volunteers was perilous. The cruiser Marblehead and the gunboat Nashville and the auxiliary cruiser Winslow drew up a thousand yards from shore with their guns manned ready for desperate duty.

One cable had already been cut, and the work was in progress on the other when the Spaniards, in rifle pits and a battery in an old lighthouse standing out in the bay, opened fire. The warships poured in a thunderous volley, their guns belching forth massive shells into the swarms of the enemy. The crews of the boats calmly proceeded with their desperate work, notwithstanding the fact that a number had fallen, and finished it, returning to the ships through a blinding smoke and a heavy fire. One man in a Marblehead was killed and six were seriously wounded. One of whom, Robert Volz, is now at Key West, and is expected to die before morning, a bullet having passed through the base of his brain. Harry Hendrickson, who also may die, was shot through the abdomen.

More than a thousand infantrymen on shore kept up a continuous fire, and the bullets from the machine guns struck the warships a hundred times, but did no great damage.

Commander Maynard of the gunboat Nashville was slightly wounded by a rifle bullet that, before striking him, passed through the arm of an Ensign, whose name is not known.

Lieutenant Winslow was shot in the hand, making three officers wounded in all.

After all the Spaniards had been driven from the rifle pits, many of them took refuge in the lighthouse fortress, upon which the fire of the ships had been centered. A 4-inch shell from the Winslow tore the structure to pieces, killing many and burying other in the ruins. The Spanish loss is known to have been heavy, the warships firing hundreds of shots and shells into their midst.

DETAILS OF THE BATTLE.

KEY WEST, May 14.—(Copyright, 1898, by the Associated Press.)—The United States cruiser Marblehead, the gunboat Nashville and the auxiliary cruiser Winslow steamed up to the harbor of Cienfuegos early Wednesday morning, with orders to cut the cable connecting Havana with Santiago de Cuba. This task was accomplished, but only after a terrific fight between our warships and several thousand Spanish troops who lined the shore and lay concealed behind improvised breastworks. A seaman named Regan of the Marblehead was killed outright in one of the working small boats, and six men were severely wounded. In addition a large number on board the ship received minor wounds. Captain Magruder of the Winslow believes that several of the six badly wounded men who were brought to Key West this morning cannot recover. Following is the list of the killed and badly wounded:

Killed: Herman Regan, seaman of the Marblehead.

Badly wounded: John Davis, New York; John J. Doran, Fall River, Mass.; Ernest Suntzeanokle, Herman Hochmeister, Harry Hendrickson, all of the Marblehead; Robert Boltz, Caster County, N. C., of the Nashville.

Soon after the arrival of the warships off Cienfuegos four boats were launched and proceeded in shore for the purpose of grappling for the cable to cut it. The warships lay to about 1,000 yards or more off the harbor. It was observed that the Spanish troops had assembled ashore, but it was not known that heavy guns had been placed in a masked battery, and that the old lighthouse far out on a neck of land, had been transformed into a formidable fortification. The small boats proceeded cautiously, and for more than an hour worked

unmolested on the cable. Suddenly, just as the work was about completed, the shore battery fired a shell at the boats. It was followed by others and the Spanish infantry opened fire then with their rifles. Then, like a flash, the Marblehead sent a shell inland, and followed it with a perfect shower of shot. The Nashville was quick to follow suit, and the little Winslow cut loose with her four-pounder.

In the meanwhile Spanish bullets fell in every direction around the small boats. Though the attack had come suddenly and fiercely, the blue jackets were not dismayed, and, protected by the terrific return fire of the warships, work was continued and the cable cut.

The boats returned to the ships Regan, who was in the Marblehead's boat, of which there were two, was found to have been killed. Six men were badly wounded.

The Spaniards had by this time suffered severe loss. Their shots from the lighthouse struck the warships several times, and although they did not do much damage, the fire aroused the determination of the American officers to exterminate the fortification. Thereafter for the moment the fire of the warships was concentrated upon the lighthouse, and the improvised fortification was blown to pieces. As there were great numbers of Spaniards in and behind the fort at the time, there is no doubt that many of them were killed.

The Marblehead and the Nashville used their heaviest guns, as well as their small rapid-fire guns, and hundreds of shots were thrown into the Spanish troops. On board the ships a number of men were slightly wounded. Commander Washburn Maynard of the Nashville was slightly wounded by a spent bullet.

When the commanders of the Marblehead and the Nashville called for volunteers to man the boats and cut the cable the men responded with a jump. Lieutenant Winslow of the Nashville took command of the Nashville's boats. The forts guarding the entrance of the harbor were first shelled and the boats proceeded in. The cable was discovered in the channel. One of the relays of the cable had been cut when the Spaniards opened fire.

The marines in the boats replied at once, and a machine gun sent in a stream of bullets, while heavy shells from the warships drove the Spaniards from the rifle pits at the shore, many of them seeking refuge in the lighthouse fort, which was afterward torn to pieces by a shell from the Winslow.

With desperate courage the American sailors stuck to their posts, and succeeded in dragging up the second relay of the cable and severing it.

Seven men badly wounded were the count, and one of them, Regan, died while on the way back to the ship. Lieutenant Winslow was shot in the hand, and a number of others were more or less injured.

On the Nashville, Captain Maynard was standing forward with an Ensign, when a Spanish bullet passed through the Ensign's shoulder and struck Maynard on the chest, wounding him only slightly. The Marblehead was struck scores of times by bullets from the Spanish guns. The Nashville stood to about the same extent. The Winslow also had many marks of the fray. Her shell, blowing up the lighthouse and scattering the Spaniards, ended the battle.

Boltz and Hendricks, who, with four others of the wounded crew, are in the hospital here, are expected to die. The remains of Regan were buried at sea.

The cable, which was cut at Cienfuegos, extended from that city to Santiago de Cuba. It does not sever communication with Cuba, as there is another cable in operation between the Rio Cuba and Kingston, Jamaica. The severed cable is owned by the Cuba Submarine Company. The one operating to Kingston is owned by the West Indies-Panama Company. The latter is the only line not in control of the United States Government, and runs from Havana to Key West is controlled by United States officials.

ANOTHER ACCOUNT.

NEW YORK, May 14.—(The "Evening Post's" Key West special says: In attempting to cut the cable at Cienfuegos, on the south side of Cuba, last Wednesday morning, the men from the cruiser Marblehead and the gunboat Nashville were attacked in the boats by a Spanish regiment of infantry hidden in rifle pits on the shore. Although our men were exposed to the fire of rifles killed and seven wounded. Among the wounded is Commander Washburn Maynard of the Nashville.

Lieutenant Edwin A. Anderson, who went out on the Marblehead, and was in command of the Nashville's two boats, was wounded in the hand, and an Ensign from the Nashville was slightly hurt.

A shot from the four-inch gun of the Winslow knocked over the lighthouse. In command of that gun division were Lieutenants Crisp and Cooper and the gunners who fired the shot. One man was taken on board the Winslow found that a marine named Regan had died immediately. One who was dying was sent to his ship, and then she brought away the wounded. It is probable that Boltz and Santzel, two of the wounded, will die.

Commander Maynard of the Nashville was hit over the heart by a spent bullet.

"On Wednesday morning," said Captain Magruder of the Winslow, who brought the wounded men to the hospital to-day, "we arrived off Cienfuegos. The Marblehead and Nashville had been ordered to cut the cable, and had sent the men to a shallow place near the shore at Colorado Point. Suddenly Spanish infantry in rifle pits fired upon them, using a machine gun. Our ships began shelling the pits, and drove the enemy behind a lighthouse. Then the Winslow joined in the shelling. We fired about eighty shots. The Marblehead and Nashville must have fired twice that number, and when it was over the lighthouse had been destroyed. Did we cut the cable? Certainly, two of them."

COMMANDER REMEY'S REPORT. WASHINGTON, May 14.—The Navy Department to-day received a dispatch from Commodore Remy at Key West, confirming the report of a severe engagement at Cienfuegos last Wednesday. He transmits the report of Captain McCalla of the Marblehead, showing that one man was killed, Herman Regan, a marine on the Marblehead, and several injured. Severe injuries were inflicted upon the Spanish, and the object of the attack, which was to cut the cable, was accomplished. Commodore Remy's dispatch was as follows: "KEY WEST, May 14.—Secretary Navy: The Winslow arrived this morning with the following named dead or wounded:

Herman Regan, private marine, dead; Herman W. Kuchnelster, private marine, shot through the jaw, probably fatal; Harry Hendrickson, seaman, shot through the liver, probably fatal; Ernest Suntoney, apprentice, first class, fracture of right leg; John J. Doran, boatswain's mate, second class, gunshot wound in right buttock; John Davis, gunner's mate, third class, wounded in right leg; William Levery, apprentice, first class, wound left leg, very slight; Robert Voltz, seaman on Nashville, severely wounded; Lieutenant-Commander Winslow, slight wounds in hands. The casualties occurred in cutting the cable at Cienfuegos.

Lieutenant Winslow was placed in command of the steam and sailing launches of the Nashville, Lieutenant Anderson second in command. Orders were to drag for and cut cable, under the protection of the guns of the Marblehead and Nashville. Succeeded in cutting cables leading south and west, but not third cable inshore, under fire of infantry on shore with Maxim guns. Lighthouse destroyed, when enemy took shelter there. The officers and men performed their work with the utmost coolness and intrepidity under trying circumstances. McCalla's report mailed. REMEY.

SITUATION AT CIENFUEGOS. KINGSTON (Jamaica), May 14.—(Copyright, 1898, by the Associated Press.)—A correspondent of the Associated Press, who passed through the Cienfuegos blockade on the steamer Adula on Monday last, succeeded in entering the city and getting a good idea of the situation. He left Cienfuegos on the steamer with one of the refugees on Tuesday, and last evening he sent the following dispatch from the quarantine station:

"When about forty miles off Cienfuegos on Monday afternoon we sighted the American blockading squadron, consisting of the Marblehead, Nashville and Eagle. The flag ship, the Marblehead, bore down upon us at full speed, and fired a blank shot across our bows. We came to, and were boarded by a Lieutenant. We showed him a permit from the State Department to pass the blockade for passengers, on condition that we carried no cargo, and we were allowed to proceed. The officer of the Marblehead said the flag ship thought the Adula was a Spanish troop ship which is expected daily.

"When about 400 yards from the narrow entrance to the harbor a Spanish twenty-ton gunboat, mounting one quick-firing one-pounder aft, poked her nose out from the mangrove-covered reef and stopped us. Our papers had been visited by the Spanish Consul at Kingston, and so we were allowed to enter the harbor.

"The narrow entrance of Cienfuegos is about 250 yards wide, and there are forts on either side of it. These forts have long rows of old-fashioned guns, and just inside the harbor there is a modern fortification building of timber, earth and sand. The British Vice-Consul, Mr. James G. Fowler, the correspondent of the Associated Press that the Spaniards have eight or ten modern high-power guns to mount on the new works. Their callers were four to six inches.

"Inside the harbor were three tiny gunboats. The only warship of any consequence in port was the Spanish cruiser Galatea. The correspondent counted four guns in her main battery, and she had one quick-fire aft.

"The Galatea went outside the harbor a few days ago to engage the United States auxiliary gunboat Eagle. Commander Sutherland, a vessel about one-third the Galatea's size, the engagement was short, sharp and decisive. One of the Eagle's six-pound shells splintered the corner of the Galatea's deckhouse, and the Spanish cruiser quickly retreated into the harbor.

Besides the warships there were two ton merchant steamers—the Rio Janeiro and the Alava of Bilbao, and three coasting steamers inside the harbor of Cienfuegos. These vessels were caught in the harbor by the American blockade fleet, and will doubtless fall into the hands of our sailors in the course of time.

"A crowd of about 2,000 curious people gathered at the wharf to meet us, and the correspondent was told that there had not been so much excitement in Cienfuegos since the preceding Saturday week, when a few shells were thrown at the forts by the American warships. The following signs were made upon the Eagle. No one was hurt.

"The correspondent went ashore and walked through the principal streets of the city. About one shop in four was open, and business was utterly lifeless. Blockade prices for food are charged in Cienfuegos. Flour sells for 25 cents per pound, meat costs 40 cents a pound, and if you want milk you must pay 20 cents a quart for it. On the other hand, bread, fruit and plantains are plentiful at 5 or 6 cents a pound. The correspondent was told there was enough food in the city to last forty-five days. The population are afraid the blockade will result in starvation.

"There are at least 30,000 to 40,000 people in Cienfuegos and its vicinity, including about 15,000 regular Spanish troops and 5,000 volunteers. The townspeople and the soldiers were talking about the coming of the Spanish forces to have been won by the Spanish forces at Havana.

"General Pando left here for Havana on Sunday, and heavy fighting took place on Tuesday about thirty-one miles from the city.

"The British Consul, who was the charterer of the Adula, has sent to Jamaica his family, several Cuban-Americans and forty of the best Cuban families in Cienfuegos—in all 237 persons. As the Adula was only provisioned for 130 passengers, they were short of rations, but nobody grumbled, all being glad to get out of the blockaded city.

"The Adula steamed out of the Cienfuegos harbor at 10:30 a. m., at which time the American blockading squadron had been increased by a large fighting ship whose name was not discernible. "Nothing is known here concerning the reported bombardment of Cienfuegos by the United States squadron, but as the squadron was reinforced, it is probable that the commander felt strong enough to engage the batteries of Cienfuegos."

THE LIEUTENANT WINSLOW. WASHINGTON, May 14.—Lieutenant Winslow, who was wounded in the battle of Cienfuegos, was born in the District of Columbia, and is a member of the naval family of that name. He graduated from the Naval Academy in 1887, and since then has had active service in all parts of the world. He was the first commander of the torpedo-boat Cushing, one of the first vessels of that type in the United States navy. He was ordered to duty on the gunboat Nashville in October, 1896, and has served there continuously to date.

VOLUNTEERS ORDERED TO MANILA.

The First Regiment Will Be First to Go.

To Sail on the City of Peking To-Morrow Evening.

The Cruiser Charleston to Leave for the Philippines This Morning.

The First Battalion of Washington Volunteers Arrive at San Francisco—In subordination in the Ranks of Nevada's Troops.

SAN FRANCISCO, May 14.—The First Regiment, California United States Volunteer Infantry, will be the first to leave this city for Manila. Colonel Smith received secret order this morning from headquarters, and he had a hurried consultation with his field officers, shortly after which the soldiers were ordered to prepare for an inspection in heavy marching order. Orders have also been given to have the soldiers of the First fully equipped and the Quartermaster's Department is hurrying the work as fast as possible.

Later it was learned that Colonel Smith's orders were to leave San Francisco for Manila on the steamer City of Peking on Monday night. The men were given another physical and military inspection this afternoon, and found to be in perfect condition. It is doubtful, however, if the regiment can start at the time ordered, owing to its insufficient equipment in arms and general field equipments.

The First now has its full quota of men and officers, aggregating 1,632 men.

The soldiers of the volunteer regiment now encamped upon the Presidio reservation were forced to spend the day in camp with a dismal and penetrating rain falling. The men stood the discomforts bravely and kept their spirits in good condition.

The immense purchases of canned goods made by the Government in this city has practically exhausted the supply, and local merchants are keeping the wires hot with orders to replenish their stocks, which were generally reduced during the Klondike excitement. Twenty carloads of provisions purchased by the Government are en route from the East now and the train is expected to arrive here by next Friday. In addition to this trainload there will be many carloads more consigned to San Francisco merchants. Already 9,000 blankets have been ordered, and are being delivered and distributed to troops. Fully 10,000 brown duck uniforms are being made at the rate of 2,000 a day to be used by the troops on the campaign to Manila. The Government has ordered a large supply of light tropical helmets similar to those worn in all hot climates by British troops.

The cruiser Charleston is ready to depart for Manila. It is announced that the navy pay office that the cruiser will leave early to-morrow morning. Everything is in readiness for the trip to Manila, as the stores from the East have been received and stored. The Charleston will stop at Honolulu for coal. It is expected that the trip to the Philippines will occupy about twenty days. Three hundred sailors and marines to reinforce Admiral Dewey's fleet will go with the vessel.

The Chinese crew of the City of Peking struck this morning, and notified their superiors that they would not take the trip to Manila, being afraid of torture at the hands of the Spaniards. An American crew is being organized, and will be ready to go with the ship when sailing orders have been received.

WASHINGTON VOLUNTEERS. SAN FRANCISCO, May 14.—The First Battalion of Washington volunteers arrived this evening on the steamer Senator, three days from Seattle. The battalion is made up of Companies A, B, D and E, and number 322 men and 15 officers, in charge of Lieutenant-Colonel W. J. Fife. Two additional battalions, still at Camp Rogers, and numbering 648 men and 35 officers, are expected within the week.

At the wharf the battalion was presented with a huge floral piece and a flag by Miss Kelly on behalf of herself and other former residents of Seattle.

Owing to the rain and the inadequate supply of blankets, overcoats and tents the troops remained on the steamer all night. They will encamp at the Presidio to-morrow.

The First Kansas, the First Colorado and the Thirteenth Minnesota volunteers are expected to arrive early next week. Preparations are being made