

SPANISH BATTERIES AT SANTIAGO.

More Formidable Than First Supposed, According to the Belief of the Navy Department.

How to Destroy the Mines the Problem Now to Be Solved.

The Report That the Second Cadiz Fleets Has Crossed the Atlantic to Join Cervera Given Little Credence at Washington.

WASHINGTON, June 3.—A brief bulletin telling of Commodore Schley's reconnaissance at Santiago on Tuesday was all the information that the Navy Department had to contribute to the press to-day.

The great natural strength of the Spanish position and the formidable character of the batteries, as indicated by Commodore Schley, have confirmed the naval officials in the belief that they have been wise not to direct any such reckless assault upon the place.

It remains to be seen how Sampson is going to solve this problem, whether by the use of the Vesuvius with her dynamite projectiles, by the aid of divers or by recourse to the old method of dragging for the mines with small boats, as in cable-cutting operations.

The owners of the Holland submarine torpedo boat, who had proposed to go into Santiago harbor and destroy the Spanish warships at so much a vessel, have come forward with a request for a practical test by the naval officers of their craft.

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Senator Bate and Representative McMillan and Moon of Tennessee, with Governor Taylor of Tennessee, had a conference with the President regarding the national Tennessee troops.

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stance, going up only five numbers, while Commander Wood of the little Petrel jumped ten. Admiral Dewey himself went up only two numbers. The reason for this, according to the department officials, is that a number in the higher grade is worth much more than a number in the lower grade, so what appears to be an inequality is, in fact, exact equality as far as calculations could be made.

TUESDAY'S ENGAGEMENT.

Navy Department Regards It as Merely a Reconnaissance. WASHINGTON, June 3.—At the Navy Department this morning it was thought Tuesday's demonstration by the squadron at Santiago was evidently regarded as nothing more than a reconnaissance.

The naval officers to-day were giving out the impression that the attack on Santiago is to be deferred until the troops arrive from Florida. If this be so, then nothing could be expected in the way of an engagement for some days to come, for it was stated at the War Department that no troops have yet boarded the transports, and several days will be required to make the passage from Tampa to Santiago.

The attention of naval officers has been attracted to the positions in the harbor occupied by the Spanish flag-ship Cristobal Colon and the Reina Mercedes. Lying in the narrowest part of the channel the ships, when in danger of capture, might be scuttled and thus absolutely prevent the entrance of the American ships. This would also prevent the egress of the Spanish vessels, yet it would tend to make the reduction of Santiago an extremely difficult task, and one requiring a long time, for the Spanish ironclads lying in the harbor could be counted upon to easily repel any attack coming from the land side until such time as the troops managed to secure the support of heavy artillery.

The sudden arrival of the cruiser Cincinnati at Hampton Roads is explained at the Navy Department by the statement that her boilers are to be refitted. The Cincinnati has had a great deal of hard service since she was last overhauled, including two years' work in the Mediterranean. She was ordered north to have her boilers repaired a month ago, but the execution of the work was delayed because there was need of the ship up to this time. About twenty days will suffice to complete the repairs.

SCHLEY'S REPORT.

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AT THE WHITE HOUSE.

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ANOTHER BATTLE AT SANTIAGO.

The American Fleet Opens Fire Upon the Forts.

Results in the Loss of One of the Ships Belonging to Our Navy.

The Collier Merrimac Attempts to Force the Harbor, and is Torpedoed and Sunk—Eight of Her Crew Taken Prisoners—Not Known Whether Any Lives Were Lost.

CAPE HAYTIEN (Hayti), June 3.—3:15 p. m.—(Copyrighted, 1898, by the Associated Press).—The American fleet, according to advices received by cable from Santiago de Cuba, the cable being under Spanish control, opened fire again at 3 o'clock this morning (Friday) on the fortifications and warships. The cannonade was well sustained until 4 o'clock a. m.

One of the United States auxiliary cruisers, full armed, attempted to force the passage into the harbor. The Spanish allowed the cruiser to cross the first line of torpedoes, but before she arrived at the second line they discharged at her a torpedo, which broke a great hole in her side and caused her to sink almost instantly, bow first. The name of the vessel is not known here, nor is the number of victims reported.

One officer, an engineer and six sailors were made prisoners by the Spaniards. 10:25 a. m.—A dispatch from Santiago says that the vessel sunk is understood to be the Merrimac. Only the extremities of her funnel and two masts are visible above the water.

[The Santiago advices to Cape Haytien, in reference to the sunken vessel as an auxiliary cruiser probably mistake her character. The Merrimac is collier and has always been a collier. In the official naval list the Merrimac's complement of men is given as forty-five.]

ANOTHER ACCOUNT.

PORT AU PRINCE, June 3.—9:45 p. m.—(Copyrighted, 1898, by the Associated Press).—This morning at 8 o'clock the American squadron began the bombardment of the fortifications of Santiago de Cuba, and a lively cannonade ensued for two hours, which silenced the Spanish batteries.

An American vessel, the Merrimac, described in the advices from Santiago de Cuba as an auxiliary cruiser, making a dash to force the entrance, succeeded in passing the first line of defenses, but was torpedoed about 500 feet up the channel. She went down "perpendicularly."

An officer, an engineer and six seamen were taken prisoners. The number of victims is unknown. Only the funnel and masts of the sunken vessel can be seen.

There is great excitement in the city. A part of the population assisted in the fighting on the heights. Everybody is astounded at the audacity of the American vessel.

The American squadron was cruising all the while in the offing. [It will be noted that there is an important discrepancy as to the time when the bombardment is said to have begun this morning between the dispatches from Cape Haytien and Port au Prince, the former saying 3 o'clock and the latter 8. It is possible that this arises from confusion between the figures 3 and 8.]

THE MERRIMAC.

BALTIMORE (Md.), June 3.—The Merrimac was purchased by the Government from the Lone Star Steamship Company early in April. She was formerly the Norwegian steamer Solweig, and was nearly destroyed by fire at Newport News in 1896. She was built at Newcastle, England, in 1894, was 330 feet long, 44 feet beam and had a net register of 2,193 tons. The Merrimac left Norfolk, where she was fitted for Government purposes a month ago.

NO OFFICIAL ADVICES.

WASHINGTON, June 4.—The Navy Department up to an early hour this morning had received no additional advices from either Admiral Sampson or Commodore Schley. The Department officials have no information concerning the engagement reported to have taken place at Santiago yesterday. Official advices are not expected before to-morrow.

A PREARRANGED MOVE ON SAMPSON'S PART.

WASHINGTON, June 4.—The "Post" this morning says: There is absolutely no doubt in the minds of the naval officials in Washington that the sending of the collier into the harbor was all a prearranged move on the part of Admiral Sampson. The use of a collier, the unusual hour of the morning, the necessity of blockading the channel so as to relieve some of the ships of the squadron from remaining stationed off Santiago, the importance of discovering whether the mines were effective—all these reasons make it certain that the Merrimac was deliberately guided to her destruction.

It was not a Spanish victory. It was a cleverly arranged scheme on the part of the American Admiral, and it was successful. The eight men in a Spanish prison are the real heroes of the war.

If the Merrimac went in under her own crew, it is interesting to know that her complement of officers consisted of Commander J. M. Miller, Lieutenant W. W. Gillmer, Executive Officer; Ensigns J. R. Y. Blakely and J. M. Luby and Assistant Engineer R. K. Crank. Miller is from Missouri, Gillmer from Virginia, Blakely from Pennsylvania and Luby and Crank from Texas.

It is expected that reports will be received to-day from Admiral Sampson, which will give details of the Merrimac's destruction and the names of the eight men who have been captured.

THE FIRST ENGAGEMENT.

Schley Only Wanted to Test the Batteries of the Harbor. ON BOARD THE FLAGSHIP BROOKLYN (off Santiago de Cuba), May 31 (via Port Antonio, Jamaica, June 1).—(Copyright, 1898, by the Associated Press).—Commodore Schley testified the batteries of Santiago to-day, and ascertained their location and capacity. At 10 o'clock he transferred his flag to the Massachusetts, and went on board that ship. At 1:15 o'clock the Massachusetts signaled the Iowa and the New Orleans to form column and follow. A course due east was followed until the ships were about 7,000 yards from the shore, and then circling until they headed due west they passed, starboard side on, by the forts.

The heavy 13-inch guns of the Massachusetts and the 12-inch guns of the Iowa were ordered to open on the Cristobal Colon, which was about 1,000 to 2,000 yards inside the Morro, while the New Orleans' large caliber guns were to open on the forts so as to draw their fire. The narrowness of the harbor entrance and the speed of the ships, which made ten knots, allowed the Cristobal Colon to be a target only for a few minutes. In that time it is believed she was hit twice, but was not seriously damaged. The entire set of forts, some six in number, opened fire, and the object of the expedition was attained.

Some of the modern guns, with smokeless powder, were aimed well, but of all the shots fired not one did any damage to Commodore Schley's ships. The Cristobal Colon replied to the fire, but all of her shots fell short. The American ships fired not more than four rounds from their heavy guns, consuming in all fifteen minutes for the fire. The Spaniards fired more than 100 rounds, keeping up the fire when the ships were fully two miles out of their range.

During the action Commodore Schley took up a position near the 13-inch turret of the Massachusetts and watched the shells go whistling by, as the ships got in the line of fire of the batteries, as unconcernedly as though in no danger from them. At 3:30 o'clock the Commodore was back on the Brooklyn. It is evident that the Spaniards have fortified Santiago very carefully and well. There are a number of English or French make, and they use smokeless powder, which makes it difficult to locate them. It will take a heavy bombardment to dislodge the batteries and the Spanish fleet.

SECOND CADIZ FLEET.

It is Reported to Have Reached the West Indies. KINGSTON (Jamaica), June 2.—9:30 a. m. (Delayed in transmission).—(Copyrighted, 1898, by the Associated Press).—The correspondent of the Associated Press has been informed from an apparently authentic source at Port Antonio, this island, that a Spanish

fleet from Cadiz is nearing West Indian waters, and should it arrive on the prearranged schedule it will be off Santiago de Cuba to-morrow, in order to reinforce the fleet of Admiral Cervera. The Spanish fleet is said to consist of sixteen warships, among them being three torpedo boats.

The British second-class cruiser Indefatigable, Captain George A. Pringle, has sailed for Santiago with several doctors on board, in order to watch the impending battle and aid the wounded.

KINGSTON, June 3.—4:30 p. m.—The information that the Cadiz squadron has sailed comes from English sources, and it seems trustworthy. On the other hand, Senor de Castro, the Spanish Consul, declares that he does not think the Cadiz squadron has sailed for the West Indies, as he believes Admiral Cervera can defend himself alone.

CAPE HAYTIEN, June 3.—1:50 p. m.—Three vessels arrived at Mole St. Nicolas yesterday and left during the night.

The United States auxiliary cruiser Harvard arrived there this morning, but left at 5 o'clock.

CERVERA'S FLEET.

Belief at Paris That It Has Never Been at Santiago. PARIS, June 3.—There is a persistent belief here and at Madrid that Admiral Cervera is not at Santiago de Cuba.

The correspondent of the "Gaulois" at Madrid telegraphs from there saying he has learned from the highest authority that Admiral Cervera has never been in the harbor of Santiago de Cuba, and that the Spanish ships there belong to Captain Villamil's torpedo squadron.

It appears from the information gathered by the "Gaulois" correspondent that Admiral Cervera, after leaving the Cape Verde Islands, "maneuvered" so as to deceive the Americans, and then started at full speed for the Philippine Islands, where the fleet is to arrive on Saturday or Sunday. His orders are to destroy Admiral Dewey's squadron may be expected to join Admiral Cervera's in the Philippine Islands in a few weeks.

MADRID, June 3.—The Madrid newspapers maintain that Admiral Cervera's fleet is sailing in the direction of the Philippine Islands. In the Chamber of Deputies to-day Lieutenant-General Corrales, Minister of War, in reply to an inquiry as to whether a Spanish expedition would be sent to the Philippines, said the Government was deliberating on the matter, and that troops would be prepared to depart the moment they were required.

BOTTLED UP.

Spanish Fleet Securely Locked in Santiago Harbor. SANTIAGO DE CUBA, June 3.—By the Associated Press dispatch-boat Wanda, via Kingston (Jamaica), June 3.—(Copyright, 1898, by the Associated Press).—Rear Admiral Sampson, with the United States cruiser New York, his flagship, accompanied by the battleship Oregon, cruiser Mayflower and the torpedo-boat Porter, joined Commodore Schley's squadron off Santiago Wednesday morning, and their combined command have the Spanish fleet securely locked in the harbor.

Admiral Sampson left the heavy monitors and light gunboats off Cardenas Monday morning, all danger of the appearance of the Spanish from the eastward having been removed, with the definite information that Commodore Schley had hunted them to their hole; and, under command of Commodore Watson, the monitors and gunboats returned to reinforce the blockade on the north coast of Cuba.

Admiral Sampson did not assume command and amalgamate the squadrons on his arrival. Each squadron retains its separate entity, and Commodore Schley retains his single-starred pennant on the Brooklyn. The American fleet of Santiago now numbers twelve fighting ships, two colliers and a cable-cutting ship. Neither the Solace, the hospital ship, nor the Red Cross ship State of Texas, which the Associated Press dispatch-boat Dauntless passed on her way here, has yet put in an appearance.

The fighting ships include the New York, Brooklyn, Iowa, Oregon, Massachusetts, Texas, New Orleans, Marietta, Dolphin, Mayflower and Vixen and the torpedo-boat Porter. There is every indication that active preparations will begin at once. The last cable which binds Cuba to Madrid and the outside world was cut to-day.

Pending the execution of Admiral Sampson's plan of campaign, our ships form a cordon about the entrance of Santiago harbor to prevent the possible egress of the Spaniards. Communication has also been had with the shore. The mountains and hills which surround Santiago are in full possession of the insurgents. The reasons made by our ships, principally the smaller yachts and torpedo-boats, which are able to creep close in shore at night, have pretty definitely determined the location and character of the defenses of the harbor. Several new batteries have been thrown up on the high ground on each side of the entrance, and it is evident that the Spaniards are prepared to make a strong resistance.

The mines in the narrow, tortuous channel, and the elevation of the forts' batteries, which must increase the effectiveness of the enemy, and at the same time decrease that of our own, reinforced by the guns of the Spanish fleet inside, make the harbor as it now appears almost impregnable. Unless the entrance is countermined, it would be folly to attempt to force its passage with our ships.

But the Spanish fleet is bottled, and a plan is being considered to drive in the cork. If this is done, the next news may be a thrilling story of closing the harbor. It would release a part of our fleet, and leave the Spaniards to starve and rot until they would hoist the white flag. Not a gun has been fired from shore or ships since the bombardment on Tuesday.

The Spanish fleet, which lay near the mouth of the harbor on that occasion, has withdrawn to a safer anchorage, further in, probably behind Cayosmith, and not a glimpse of it has been seen since.

It may be that the final act in the Spanish-American war drama, of which the Cuban revolution was but the prologue, is being played out at this moment. The Spanish fleet is bottled, and a plan is being considered to drive in the cork. If this is done, the next news may be a thrilling story of closing the harbor. It would release a part of our fleet, and leave the Spaniards to starve and rot until they would hoist the white flag. Not a gun has been fired from shore or ships since the bombardment on Tuesday.

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WILL SOON BE OFF FOR MANILA.

The Second Expedition to the Philippines

Expected to Sail on Tuesday or Wednesday.

Will Consist of Over Twenty-Five Hundred Officers and Men.

Colonel Barry and His Command, the Seventh California Infantry, Likely to Go With Next Week's Expedition.

SAN FRANCISCO, June 3.—The second expedition to the Philippines will probably get away from this city by next Tuesday or Wednesday, but it will not reach the proportions at first anticipated, owing to the fact that the five vessels which were to have made up the little fleet of transports are not ready nor will any of them be ready, by the time stated unless the Government hurries the supplies which have been decided upon to make up the cargoes of the vessels.

So far no supplies of any kind have been placed on board the China, the Zealandia or the Colon, and the work of fitting up the bunks for the soldiers is progressing in a very slipshod manner, but this will not keep the vessels back. "Hurry up orders" are issued by the Department. The lack of supplies is the main reason for the delay of the departure of the vessels. Had ammunition and stores been received here in sufficient quantities, the vessels would have left here early this week.

It is impossible for the Centennial, which arrived from Seattle to-day, or the Ohio, which is due from that city to-night, to get ready in time to start with the second expedition. The owners of the Centennial have received no word from the Government as to what disposition is to be made of their vessel, and she is anchored in the stream awaiting orders. The Ohio is fully loaded with coal, and so much time will be saved in this respect.

The steamer San Blas, which arrived from South American ports yesterday, was to-day inspected by the Government officials and it is generally understood that the City of Para, which will arrive here early next week from the South, will also be inspected and that these two vessels with the Ohio and Centennial will compose the third fleet of transports to be sent to Admiral Dewey.

The Government is still considering the purchase of the steamer Morgan City, which is capable of carrying 800 men. The vessel can be made ready for sea in twenty-four hours, providing she is provisioned by the Government without delay.

So far as has been given out, the second expedition to the Philippines will consist of the First Colorado and the Tenth Pennsylvania Volunteer Infantry Regiments, the First Battalion of the Eighteenth United States Infantry, the First Battalion of the Twenty-third United States Infantry and two light batteries of the Utah Volunteer Artillery.

The Utah Artillery was not included in the orders originally issued, but it was semi-officially stated to-night at the headquarters of Major General Otis that Battery A, Captain Young, and Battery B, Captain Grant, would go with the next transport fleet. It is also regarded as probable that one battery of the Third United States Artillery will also be directed to go with the same expedition.

The battalion of the Twenty-third Infantry, U. S. A., which has been ordered to be in readiness to embark by next Thursday, consists of Companies D, E, F and H, under command of Lieutenant Colonel J. W. French.

Including a company of engineers, the troops designated in the order of Wednesday for the expedition number approximately 2,500 officers and men. Colonel Berry of the Seventh California has received assurances that his command would go with the second expedition, and special efforts have been made to thoroughly equip the regiment, and he expects it to be included in a later order.

The orders to the Colonels of the regiments chosen to go to Manila next week are identical. After stating that the command has been selected to embark on one of the ships which will leave this port in a few days, they read: "You will have your command in readiness to depart by Tuesday of next week, supplied with clothing, camp and garrison equipment for a six months' period of field service, and with ordnance and ordnance stores for the same period, taking with you 400 rounds of ammunition per man. Subsistence stores in bulk for six months will be furnished you and will be delivered at the steamer's wharf in San Francisco." The muster rolls of the Seventh California are being prepared.

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