

HOBSON'S GLORIOUS EXPLOIT.

He Coolly Prepared All the Details.

Never Thought of How He Could Get Back.

His Only Aim Was to Get in and Do His Work in Good Shape.

Eager Daring of the Seven Brave Men Who Were Chosen to Accompany Him on His Daring Expedition.

OFF SANTIAGO DE CUBA, June 3-7 a. m. (via Port Antonio, Jamaica, June 4, per the Associated Press dispatch boat Dolphin. Delayed in transmission.) (Copyrighted, 1898, by the Associated Press.) The following is a detailed story of the acts of heroism performed by Lieutenant Richmond P. Hobson and his seven companions in sinking the collier Merrimac across the channel leading into the harbor of Santiago de Cuba.

more flashes and for about twenty minutes flashes of fire seemed to leap across the harbor entrance. The flag ship was too far away to hear the reports and when the firing ceased it was judged that Hobson had blown up the Merrimac. For an hour the anxious watchers waited for daylight. Rear Admiral Sampson and Captain Chadwick were on the bridge of the New York throughout.

At 5 o'clock thin streams of smoke were seen against the western shore quite close to the Spanish batteries and strong glasses made out the launch of the New York returning to the flagship. Scarcely had the small craft been sighted before a puff of smoke issued from a battery on the western arm of the harbor and a shot plumed far over the launch. Then for fifteen minutes the big guns on shore kept up an irregular fire on the little launch. As the shells fell without hitting the object they were intended for, the men on board the New York jeered at the Spanish marksmanship and cheered their comrades.

LESS (off Santiago de Cuba, June 3, 7 a. m., via Port Antonio, Jamaica, June 4.—Delayed in transmission.) (Copyright, 1898, by the Associated Press)—By one of the most brilliant exploits in naval annals the cork has been driven into the bottle of Santiago de Cuba and the Spanish fleet could not be more secure were the entrance to the harbor doored, barred and double-locked and the key dropped into the bottomless depths of the sea.

Cushing's memorable feat in blowing up the Confederate ram Albatross is overshadowed by Hobson's act, for Cushing's men crept up Albatross Sound at midnight and fell upon an unsuspecting foe. Hobson took his ship, over 300 feet long, into the very focus of the battery with the enemy at the guns and blew it up. Discovery at the end of his journey was inevitable and death was almost certain. No name, therefore, can be written higher on war's temple of fame than his. Like Cushing's deed, Hobson's desperate undertaking was conceived by him who executed it.

WAS BALKED ON THE FIRST ATTEMPT.

Hobson Got Started a Little Too Late.

Admiral Sampson Sent a Message Recalling Him,

But He Got There in Good Style on His Second Trial.

Much Dissatisfaction Expressed at the Slow Movements in the South, Owing to the Slender Means of Transportation.

WASHINGTON, June 5.—This was the quietest Sunday at the Navy Department since the outbreak of the war. No dispatches had come overnight and it was said that none were expected. The situation at Santiago is such, in the opinion of the officials, that no startling developments are to be expected immediately and the next news that is to be looked for from that quarter is of the arrival of the troops. As far as can be gathered, in spite of all reports to the contrary, these troops have not yet started, and the naval officials are impatiently awaiting for the movement. It is possible that a small advance detachment has gone forward, but it is felt here that even that, composed of an engineer battalion with siege train, is lying off Key West. There is much dissatisfaction expressed at the slowness of movements in the South, owing in large part to the slender means of transportation and the difficulty encountered in getting anything done down there in a hurry. In army circles it seems to be expected that Sampson is to furnish a sufficient force to convoy the troop transports, but it is not known whether there is enough to supply this force from the squadron now off Santiago, or whether he will call upon Commodore Watson off Havana to perform this work. In the first case there would be considerable delay owing to the time required for the warships to make the passage around from Santiago to Key West.

Vargus, Twenty-second Battalion, Casanovs. Sergeant Enrique Almos Olie, Third Cavalry, Principe. Privates—Juan Caballero, Twenty-second Cadiz; Carlos Olivian, Third Cavalry, Principe; Jose Bages, Twenty-second Dominguez; Antonio Emilio Escarpo Natonales, Tenth Navas; Jose Nuner, Tenth Navas; Ignacio Sava, Second Regiment; Reina Valentine Martin, Gardian Civill.

Tored Geste, Third Cavalry of Principe; Gastino Galipe, Third Cavalry of Principe. Information afforded by the official records of the Navy Department as to the full names and antecedents of the gallant sailors who made up Hobson's little crew in sinking the Merrimac differed in some particulars from data furnished through dispatch boats this morning. The naval list is about as follows: Daniel Montague, first-class machinist on the New York, born in Ireland, 39 years old; last enlistment in December, 1896; next of kin Kate Golden, sister, 84 Horatio street, New York. George Charette, Antonio Emilio Escarpo on the New York, born in Lowell, Mass., 29 years of age; last enlistment, May 20, 1898; has been in the service since 1884; his next of kin is Alex Charette, father, Lowell, Mass. Osborn (not Oscar) Deignan, coxswain on the Merrimac, born in Sturbridge, Ia., 21 years old; last enlistment, April 22, 1898; next of kin, Julia Deignan, mother, Sturbridge, Ia. George F. (not John P.) Phillips, machinist on the Merrimac, born in Boston, 24 years old; last enlistment, March 18, 1898; next of kin, Andrew Phillips, Boston. Francis (instead of John) Kelley, water-tender on the Merrimac, born in Boston, 28 years old; enlisted at Norfolk, April 21st, last; next of kin Francis Kelley, Boston. Randolph Clausen, coxswain on the New York, born in Boston, 28 years of age; last enlistment February 7, 1897; next of kin, Teresa Clausen, wife, 127 Cherry street, New York. Great admiration is expressed at the department at the cool pluck and discretion shown by the young cadet, the possibility of his becoming a member of the New York's steam launch and lay under the batteries for many hours until he was satisfied from his own observation that the Merrimac had gone down before he returned to the flagship. It is felt that his feat involved a great deal of courage as well as courage as was shown by the Merrimac's crew, and he is likely to profit thereby. Young Powell was known as "one of Hobson's chickens." When Hobson joined the squadron he secured permission from the authorities to take with him three young naval cadets from the academy at Annapolis. They were included in his own class of naval cadets at the academy, and he wished to take them with him to substitute the theoretical force by some practical experience in the effect of explosives on ships. The most successful was a shot, for which he was awarded a prize by the Academy from New York in May, 1893. Lieutenant Hobson might have been lecturing to a class of cadets on the theory of how to build ships, so deliberate was his manner. He was later at Annapolis, in charge of the post-graduate course in naval construction, and is accounted one of the most able naval constructors in the service, being entirely wrapped up in his profession.

"Porter, there, tell the Merrimac to return immediately." Smoke quickly poured from the Porter's smokestacks, and the dark little craft darted toward the shore. By that time darkness had quite disappeared, and quickly as the fast torpedo-boat tore through the water it seemed as if she would never head off the Merrimac.

At last, when under the range of the guns of the Spaniards, the Porter crossed the Merrimac's bows, and a sigh of relief went up from the eager watchers, for they thought it was sure death for Hobson to venture in at that hour. Some time after 5 o'clock the Porter came tearing back, and the Merrimac, to every one's surprise, kept her position. Admiral Sampson, Captain Chadwick and Lieutenant Stanton could not understand until Lieutenant Fremont, from the deck of the torpedo-boat, shouted: "Lieutenant Hobson asks permission to continue on his course. He thinks he can make it." But in stern tones the Admiral sent Hobson a message to the effect that the Merrimac must return at once, and in due course of time the doomed collier slowly steamed back, her commander evidently disappointed with the order received from the Admiral through the commander of the Porter. Hobson's figure standing out vividly on the lonely bridge of the Merrimac. All day yesterday the collier lay near the flagship, and more elaborate preparations were made to carry out the mission of the Merrimac successfully. During these preparations Hobson was tireless, cool and confident, supervising personally every little detail. When finally Hobson went on board the Merrimac last night he had been without sleep since Wednesday morning. His uniform was begrimed, his hands were black, and he looked like a man who had been hard at work in an engine room for a long time. As he said good-by to the Lieutenant remarked that his only regret was that all of the New York's volunteers could not go with him. When the Merrimac started yesterday morning on the trip for which she was recalled she had on board of her two men who had no right to be there. They were Assistant Engineer Crank of the Merrimac, and Boatswain Mullin of the New York, who had been working on the collier all day. These two men refused to leave the ship, and as their disobedience was of the nature which produced Cushing's and Farragut's for the American navy, it was not officially recognized. The spirit shown by the men and officers of the fleet in connection with the Merrimac's expedition is really grand and beyond being merely expressed in words. Under these circumstances one can imagine the immense feeling of satisfaction experienced when it became known that Hobson and the crew of the Merrimac were safe. Later in the day a boat with a white flag put out from the harbor, and Captain Oviedo, the Chief of Staff of Admiral Cervera, boarded the New York and informed the Admiral that the whole of the party had been captured, and that only two of them had been injured. Lieutenant Hobson had not been injured. It appears that the Spanish Admiral was so struck with the courage of the Merrimac's crew that he decided to inform Admiral Sampson that they had not lost their lives, but were prisoners of war and could be exchanged. The dingy portion of the programme does not appear to have been carried out, which leads to the belief that she was not captured by a shot, for Hobson's men drifted ashore on an old catamaran, which had been slung over the Merrimac's side at the last moment as an extra precaution. They were captured and sent to Santiago under guard, previous to being transferred to Morro Castle, where they are now known to be confined. Money and provisions were sent to the prisoners through Captain Oviedo and it is believed Rear-Admiral Sampson is taking the steps necessary to bring about their exchange. The fleet to-night is in a state of delight and excitement and the Admiral is just as happy as the youngest sailor. The general opinion is that no man ever deserved recognition for personal bravery more than does Lieutenant Hobson. Captain Powell was the last man to see Lieutenant Hobson before his start and who had charge of the launch during its perilous trip, after a much-needed sleep, told the story of his experience. He said, "Lieutenant Hobson took about a half hour to get on board, which was often interrupted, and a quarter to 2 he came on deck and made a formal inspection, giving his last instructions. Then we had a little lunch. Hobson was as cool as a cucumber. At about 2:30 o'clock I took the collier, who were not going on the trip into the launch and started for the Texas, the nearest ship, but had to go back for one of the assistant engineers, whom Hobson was finally compelled to leave. He said Powell, watch the boat's crew when well out of the harbor. We will be cracked, rowing thirty strokes to the minute." "After leaving the Texas I saw the Merrimac steaming slowly in. It was quite visible. We followed about three-quarters of a mile astern. The Merrimac stood about a mile to the westward of the harbor and seemed a bit mixed, turning completely around and finally heading to the east she ran down and then turned in. We were then chasing him, because Lieutenant Hobson had lost his bearings. When Hobson was about 200 yards from the harbor the first gun was fired from the east bluff. "We were then about a half mile off shore and nearing the batteries. The firing increased rapidly. We steamed in slowly and to the right of the Merrimac in the smoke which was carried off shore. Before Hobson could have blown up the Merrimac the western battery picked us out and commenced firing. They shot wildly, however, and we only heard the shots. We ran still closer to the shore and the gunners lost sight of us. Then we heard the explosion of the torpedoes on the Merrimac. "Until daylight we waited just outside the breakers half a mile to the westward of Morro, keeping a sharp lookout for the boat or for swimmers, but saw nothing. Hobson had arranged to meet us at that point, but thinking that some one might have drifted out, we crossed in front of Morro, and the mouth of the harbor to the eastward. "At about 5 o'clock we crossed the harbor again within a quarter of a mile and stood to the westward. In passing we saw one spar of the Merrimac

WHERE IS THE SPANISH FLEET?

Has Schley Put His Finger on It?

Is the Cadiz Squadron on Its Way to Cuba?

Is Cervera on His Road to the Philippine Islands.

Reports of an Engagement Northwest of Hayti, a Fleet North of Martinique and One Near Madagascar.

CAPE HAYTIEN (Hayti), June 5—7:40 p. m. (Copyrighted, 1898, by the Associated Press.)—The United States troopship Resolute, formerly the Yorktown, under convoy of the torpedo boat destroyer Mayflower, the converted Ogden Golet yacht of the same name, arrived at Mole St. Nicolas yesterday, and departed shortly after. Advice from Mole St. Nicolas says that yesterday afternoon (Saturday) some distance off Jean Rabel, a seaport on the northwest coast of Hayti, half way between Port de Paix and Mole St. Nicolas, a combat took place between three Spanish and four American warships. The American ships are said to have withdrawn from the combat. One of the Spanish warships entered the harbor of Jean Rabel for water. The officers of the ship lying at Mole St. Nicolas were extremely reticent. Jean Rabel is an insignificant seaport, and there is no telegraphic station there. It is thought possible that the Spanish ships encountered were the vanguard of the Cadiz fleet. The names of the American ships were not ascertained, but it is believed here that they were scout boats. WHERE THEY SP? NIARDS? Reports of a Fleet Seen Northwest of the Island of Martinique. ST. PIERRE (Martinique), June 5—8 p. m. (Copyrighted, 1898, by the Associated Press.)—The British steamer Twickenham has remained at Port de France several weeks without getting permission to land her cargo of 4,000 tons of coal consigned to the Spanish Consul, and will leave to-night for Jamaica. There are numerous reports that a fleet was seen off the northwest of the island yesterday, and it is believed that the Twickenham goes to coal these ships. TERROR OR FUROR. Spanish Gunboat Reported Sunk at Santiago de Cuba. KINGSTON (Jamaica), June 5—1 p. m. (Copyrighted, 1898, by the Associated Press.)—A dispatch from Port Antonio says: A vessel that has arrived here from Santiago de Cuba reports that the Americans sunk on Friday night the Spanish torpedo boat destroyer Terror. The assumption, based upon dispatches from Madrid, has been that the destroyer Terror, after leaving Port de France, went to Porto Rico, and it is probable that the Port Antonio dispatch confuses her with her sister destroyer, the Furor, as has several times been done in dispatches from other points. WHERE IS CERVERA? A \$50,000 Bet Made at Madrid on His Whereabouts. MADRID, June 5—4 p. m.—A merchant from Barcelona says a dispatch has received a dispatch that on May 25th the Spanish squadron, consisting of three cruisers and three torpedo boats, sailed from San Diego and Madagascarr, proceeding northward. Two members of the Lyceum Club today made a wager of \$50,000 as to the whereabouts of Admiral Cervera's squadron, one betting that it is in Cuban waters, and the other that it is en route for the Philippines. The money is to go to the national subscription for the navy. A dispatch from Cadiz says the Spanish steamer San Augustin, Captain Munez, which sailed from Santiago de Cuba on May 11th, has arrived at Cadiz. The voyage was without incident. A DEAD HERO. Capt. Gridley of the Olympia Dies at Kobe, Japan. WASHINGTON, June 5.—Captain Charles W. Gridley, Commander of the cruiser Olympia, and one of the heroes of the brilliant victory at Manila, is dead. The announcement of his death was received by the Navy Department late this afternoon in a cablegram from Paymaster Galt, of the navy, dated Kobe, Japan, June 4th, and directed to Secretary Long. The dispatch contained this simple statement: "Captain Gridley died to-day. Remains accompany me on Coptic." Captain Vernon Gridley is the first American officer of great prominence

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more flashes and for about twenty minutes flashes of fire seemed to leap across the harbor entrance. The flag ship was too far away to hear the reports and when the firing ceased it was judged that Hobson had blown up the Merrimac. For an hour the anxious watchers waited for daylight. Rear Admiral Sampson and Captain Chadwick were on the bridge of the New York throughout. At 5 o'clock thin streams of smoke were seen against the western shore quite close to the Spanish batteries and strong glasses made out the launch of the New York returning to the flagship. Scarcely had the small craft been sighted before a puff of smoke issued from a battery on the western arm of the harbor and a shot plumed far over the launch. Then for fifteen minutes the big guns on shore kept up an irregular fire on the little launch. As the shells fell without hitting the object they were intended for, the men on board the New York jeered at the Spanish marksmanship and cheered their comrades. At 6:15 a. m. the launch came alongside the flagship, but she did not have on board any of the crew of the Merrimac. Cadet Powell reported that he had been unable to see any signs of the Merrimac's crew. It developed that, with great bravery, the crew had gone right under the batteries and only returned when all hope of taking on board the crew of the Merrimac had to be abandoned. Cadet Powell also reported that he had clearly seen the Merrimac's masts sticking up just where Hobson was to sink her, north of the Estrella battery and west past the guns of Morro Castle. But of the heroes who had penned the Spaniards in there was not a sound or a sign. Rear Admiral Sampson said: "I am pretty sure the attempt was quite successful. I hope all those brave fellows are not captured." Cadet Powell believes the torpedoes previously fixed about the Merrimac were exploded as planned, as Lieutenant Hobson was well up the harbor before the Spaniards opened fire on the Merrimac. What actually happened on the Merrimac can best be judged from what Lieutenant Hobson said just before she sank. He said: "I do not think they can sink before I reach somewhere near that point. The Merrimac has seven thousands buoyancy and I shall keep her full speed ahead. She can make about ten knots. When the narrowest part of the channel is reached I shall stop the Merrimac, stop the engines, drop the anchors, open the sea connections, touch off the torpedoes and leave the Merrimac a wreck, lying at the part of the channel which is not as broad as the Merrimac is long. There are on the Merrimac 300 men, and I shall keep the waterline on the Merrimac's port side. They are placed on her side against the bulkheads and vital spots, connected with each other by a wire under the ship's keel. Each torpedo contains eighty-two pounds of gunpowder. The torpedoes are also connected with the bridge and they should do their work in a minute and it will be quick work even if done in a minute and a quarter. "On deck there will be four men and myself. In the engine-room there will be two other men. This is the total crew, and all of us will be in our undressing with revolvers and ammunition in water-tight packing strapped around our waists. Forward there will be a man on deck, and around his waist will be a line, the other end of which will be made fast to the bridge on which I will stand. By that man's side will be an ax. When I stop the engine I will jerk the cord, and will thus give the signal to cut the lashing, which will cut the forward anchor. We will then jump overboard and swim to the four-oared dingy which we shall tow astern. The dingy is full of life buoys and is unsinkable. In it are rifles. It is to be held by two ropes, one made fast at her bow and one at her stern. The first man to reach her will haul in the line and pull the dingy out to starboard. The next to leave the ship are the rest of the crew. The Quartermaster at the wheel will not leave until after having put it hard astern and lashed it so; then he will jump overboard. Down below, the man at the reversing gear will stop the engines, scramble upon deck and get over the side as quickly as possible. "The man in the engine-room will break open the sea connections with a sledge-hammer, and will follow his commanding officer. This last step insures the sinking of the Merrimac whether the torpedoes work or not. "By this time I calculate the six men will be in the dingy and the Merrimac will have swung astern the channel to the full length of her 300 yards of cable, which will be paid out before the anchors are cut loose. Then it is my time to touch the button. I shall stand on the starboard side of the bridge. The explosion will throw the Merrimac on her starboard side. Nothing on this side of New York City will be able to raise her after that. "And you expect to come out of this alive?" asked a companion of the Lieutenant. "Ah, that is another thing," said the Lieutenant. "He was so interested in the mechanical details of the scheme that he scarcely stopped to talk of possible death. "In reply to frequent questions, Hobson said: "I suppose the Estrella battery will be down on us a bit, but the ship will throw their searchlights in the gunners' faces, and they won't see much of us. Then, if we are torpedoed, we should even then be able to make the desired position in the channel. It won't be so easy to hit us, and I think the men should be able to swim to the dingy. I may jump before I am blown up. But I don't see that it makes much difference what I do. I have a fair chance of life either way. If our dingy gets shot to pieces we shall then try to swim for the beach right under Morro Castle. He was kept together at all hazards. Then we may be able to make our way alongside, and perhaps get back to the ship. We shall fight the sentries or a squad until the last, and we shall only surrender to overwhelming numbers, and our surrender will only take place as a last and as a most uncomplained emergency."

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