

GALLANT SERVICES ARE RECOGNIZED.

President McKinley Sends Two Messages to Congress

Relating to Heroic Deeds of Naval Officers During the Present War.

Provide for Recognition of the Services of Lieutenant Hobson, the Hero of the Merrimac; of Lieutenant Newcomb and the Crew of the Hudson; and of Captain Hodgson of the Dispatch Boat Hugh McCulloch and Naval Cadet Powell.

WASHINGTON, June 27.—The President to-day sent two special messages to Congress, providing for recognition of the services of Lieutenant Hobson, the hero of the Merrimac; of Lieutenant Newcomb and crew of the revenue cutter Hudson, which rescued the torpedo boat Winslow at Cardenas; also of Captain Hodgson of the dispatch boat Hugh McCulloch, which figured in the battle at Manila, and Naval Cadet Joseph Wright Powell, who held the steam launch under the bluffs at Santiago harbor searching for the crew of the Merrimac. Authority is asked of the Senate for the transfer of Hobson from the Construction Corps to the line of the navy, and the President announces with authority given him will by and with the advice and consent of the Senate suitably advance Hobson in the line. The Hudson's crew are to be given a vote of thanks and medals of commemoration. Captain Hodgson is to be suitably recognized.

The President, in mentioning Hobson, cites the fact that the crew with him already have been promoted. The President to-day also sent to the Senate the nomination of Naval Cadet Joseph Wright Powell, to be an Ensign.

LIEUTENANT HOBSON. In relation to the heroic deed of Lieutenant Hobson, the President sent the following message to Congress:

To the Congress of the United States: On the morning of the 3d of June, 1898, Assistant Naval Constructor Richmond P. Hobson, U. S. N., with a volunteer crew of seven men in charge of the partially dismantled collier Merrimac, entered the fortified harbor of Santiago de Cuba for the purpose of sinking the collier in the narrowest portion of the channel, and thus interposing a serious obstacle to the egress of the Spanish fleet, which had recently entered that harbor. This enterprise, demanding coolness, judgment and bravery amounting to heroism, was carried into successful execution in the face of a persistent fire from the hostile fleet as well as from the fortifications on shore.

Rear Admiral Sampson, Commander-in-Chief of our naval forces in Cuban waters, in an official report, dated "Off Santiago de Cuba, June 3, 1898," and addressed to the Secretary of the Navy, referring to Mr. Hobson's gallant exploit, says: "As stated in a recent telegram before coming here, I desired to make the harbor entrance secure against the possibility of egress of the Spanish ships by obstructing the narrow part of the entrance by sinking a collier at that point. Upon calling upon Mr. Hobson for his professional opinion as to a sure method of sinking the ship, he manifested a most lively interest in the problem. After several days' consideration he presented a solution which he considered would insure the immediate sinking of the ship when she had reached the desired point in the channel. * * * The plan contemplated a crew of only seven men, and Mr. Hobson, who begged that it might be intrusted to him.

"As soon as I reached Santiago and had the collier to work upon, the details were commenced and diligently prosecuted, hoping to complete them in one day, as the moon and tide served best the first night after our arrival. Notwithstanding every effort, the hour of 4 o'clock in the morning arrived, and the preparations were

scarcely completed. After a careful inspection of the final preparation, I was forced to relinquish the plan for that morning, as dawn was breaking. Mr. Hobson begged to try it at all hazards.

"This morning proved more propitious, as a prompt start could be made. Nothing could have been more gallantly executed. * * * A careful inspection of the harbor from the ship showed that the Merrimac had been sunk in the channel.

"I cannot myself too clearly express my appreciation of the conduct of Hobson and his gallant crew. I venture to say that a more brave and daring thing has not been done since Cushing blew up the Albatross."

The members of the crew who were with Mr. Hobson on this memorable occasion have already been rewarded for their services by advancement, which, under the provisions of law and regulation, the Secretary of the Navy was authorized to make, and the nomination to the Senate of Naval Cadet Powell, who in a steam launch followed the Merrimac on her perilous trip for the purpose of rescuing the crew after the sinking of the vessel, to be advanced to the rank Ensign, has been prepared and submitted.

Cushing, with whose gallant act in blowing up the ram Albatross during the civil war Admiral Sampson commends Mr. Hobson's sinking of the Merrimac, and the provisions of Congress upon recommendation of the President, and was in consequence, under the provisions of Section 1508 of the Revised Statutes, advanced one grade, such advancement embracing fifty-six numbers. The section cited applies, however, to officers only, and Mr. Hobson being a member of the staff of the navy, could not under its provisions be so advanced.

In considering the question of suitably rewarding Assistant Naval Constructor Hobson for his gallant conduct on the occasion referred to, I have deemed it proper to address this message to you, with the recommendation that he receive the thanks of Congress, and further that he be transferred to the line of the navy, and promoted to such position therein as the President may determine. Mr. Hobson's transfer from the Construction Corps to the line is fully warranted, he having received the necessary technical training as a graduate of the Naval Academy, where he stood number 1 in his class, and such action is recommended, partly in deference to what is understood to be his own desire, although, he being now a prisoner in the hands of the enemy, no direct communication on the subject has been received from him, and partly for the reason that the abilities displayed by him at Santiago are of such a character as to indicate especial fitness for the duties of the line.

WILLIAM MCKINLEY. EXECUTIVE MANSION, June 27, 1898. LIEUTENANT NEWCOMB AND CAPTAIN HODGSON.

The second message was as follows: To the Congress of the United States: On the 11th day of May, 1898, there occurred a conflict in the bay of Cardenas, Cuba, in which the naval torpedo boat Winslow was disabled, her commander wounded and one of her officers and a part of her crew killed by the enemy's fire.

In the face of a most gallant fire from the enemy's guns the revenue cutter Hudson, commanded by First Lieutenant Frank B. Newcomb, rescued the disabled Winslow, her wounded commander and remaining crew. The commander of the Hudson kept his vessel in the very hottest fire of the action, although in constant danger of running ashore on account of low water, and finally made fast to the Winslow and towed that vessel out of range of the enemy's guns, a deed of special gallantry.

I recommend that in recognition of the signal act of heroism of First Lieutenant Frank B. Newcomb, United States revenue cutter service, above set forth, the thanks of Congress be extended to him and to his officers and men of the Hudson, and a gold medal of honor be presented to Lieutenant Newcomb, a silver medal of honor to each member of his crew, who served with him at Cardenas.

It will be remembered that Congress, by appropriate action, recognized the several commanders of ships of war for their services in the battle of Manila, May 1, 1898. The commander of the revenue cutter Hugh McCulloch, present and in active co-operation with the fleet under Commodore Dewey on that occasion (by executive order under the provisions of Section 2175, Revised Statutes), is the only commander of a naval ship to whom promotion or advancement was not and could not be given, because already held the highest rank known to the revenue cutter service.

I now recommend that, in recognition of the efficient and meritorious services of Captain Daniel B. Hodgson, United States revenue cutter service, who commanded the Hugh McCulloch at the battle of Manila (that officer being now in the 63d year of his age, and having served continuously for thirty-seven years), be placed on the permanent waiting orders of the retired list of the revenue cutter service on the full pay of his grade.

WILLIAM MCKINLEY. EXECUTIVE MANSION, June 27, 1898. NAVAL CADET POWELL.

The President also sent the following communication to the Senate: To the Senate of the United States: I nominate Naval Cadet Joseph B. Powell to be advanced two numbers under the provisions of Section 1506 of the Revised Statutes, and to be an ensign in the navy, for extraordinary heroism while in charge of the steam launch which accompanied the collier Merrimac for the purpose of rescuing her gallant crew when the vessel was under the command of Naval Constructor Hobson, run into the mouth of the harbor of Santiago de Cuba, on the 3d instant, and dexterously sunk in the channel.

WILLIAM MCKINLEY. UNKNOWN DEAD.

A Badly Decomposed Body Found in the Gravel Pit. Constable Rich of Oak Park yesterday found the badly decomposed remains of an unknown man at the foot of a tree in the old gravel pit near Guthrie's Station. Coroner Clark was notified and the body taken to the morgue.

The unfortunate man had evidently been dead a month, as the body is in such condition that no one could identify it. A boy told Rich that about a month ago he saw an old man wandering about that locality and spoke to him. The man told him he had been in the County Hospital. It is not unlikely the body at the morgue is that of the old man to whom the boy referred.

Death of Jacob Ankener. The death is announced of Jacob Ankener, father of J. J. Ankener, the well-known marksmen. Deceased was an old and respected citizen of Sacramento. He was a native of Germany and 82 years of age.

PROPOSED ATTACK OF SPANISH COASTS.

Commodore J. C. Watson to Command the Squadron.

Sailed Yesterday for Santiago to Take Charge of the New Fleet.

Is to be Known as the Eastern Squadron and Will Comprise the Flagship Newark, Battleships Iowa and Oregon, Cruisers Yosemite, Yankee and Dixie, and the Colliers Scandina, Aberanda and Alexander.—The Advance to be Made at Once From Santiago.

WASHINGTON, June 27.—The Navy Department at 11:15 posted the following bulletin: Commodore Watson sails to-day in the Newark to join Sampson when he



COMMODORE JOHN C. WATSON.

Commodore John C. Watson, who has had charge of the blockade of Havana, was born in Kentucky in 1842 and graduated at the Naval Academy in 1860. He was commissioned as lieutenant commander in 1866 and as commander in 1874.

will take under his command an armored squadron with cruisers and proceed at once off the Spanish coasts. The Navy Department later posted the following bulletin showing Commodore Watson's squadron. It is designated the Eastern Squadron, and is as follows: Flagship Newark, battleships Iowa and Oregon; cruisers Yosemite, Yankee and Dixie, and the colliers Scandina, Aberanda and Alexander. The advance will be made at once from Santiago.

North Atlantic fleet, Rear Admiral

great mass of the public ignorant of the actual state of affairs, has contented that the only method of bringing the war home to the people of Spain, would be to send an American squadron there to harass the coast, cut off shipping and bombard fortifications. The purpose was to bring the Spanish people to a realization of the hopelessness of continuing the present struggle. Since the departure of the Cadiz fleet for the Philippines there is another object in view, in addition to the first. This is to destroy or capture this Cadiz fleet by a bold stroke, and then to take up the work of harassing the Spanish coast, providing that blow does not suffice to bring about peace.

The United States Consul at Port Said has reported to the State Department that in obedience to its injunction, he has lodged a protest against the supply of coal there for the Spanish squadron. It is thought the failure to obtain coal at Port Said would not in itself prevent the Spanish vessels from passing through the canal, and continuing on their way to the Philippines, for they have with them one or more colliers. But the coal carried by these colliers would be absolutely essential to the vessels of the squadron long before they had crossed the Arabian Sea.

Under the British neutrality laws, the ships could take coal only once at a British port under any circumstances, and all of the coaling stations after passing the Suez Canal being British possessions, the Spanish supply would be exhausted long before the end of the voyage was reached.

But there is also a question as to whether Camara's squadron could take coal initially at any British port until they had crossed the half way line be-



THE BATTLESHIP OREGON.

The Oregon is 348 feet long and has a displacement of 10,288 tons. She cost \$3,180,000 and steams 15 knots an hour. Her crew consists of 424 men. Four 13 inch, eight 8 inch, four 6 inch and 90 smaller guns compose her armament.

Sampson commanding—First squadron, Commodore J. A. Howell commanding; second squadron, Commodore W. S. Schley commanding; naval base, Key West, Florida, Commodore E. Remy commanding. The decision of the Administration to send a squadron of warships to Spain was not made hastily. For the past six weeks the matter has been under consideration, and a strong element, well acquainted with the practice of the Spanish Government of keeping the

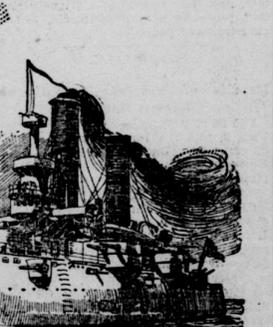
between Spain and the Philippines, as the British law declares that they could only take coal enough to carry to the nearest home port, and the Philippines would not be such a port until the half way line is crossed. To add to the embarrassment of Camara, there is good reason to believe that the canal management will obstruct his passage, on the ground of interference to navigation. Thus there is every prospect that for one or another of these reasons the Cadiz fleet will be detained indefinitely in the Mediter-



SEAGOING BATTLESHIP IOWA.

The Iowa is the navy's most formidable battleship. Her statistics are: Displacement, 11,410 tons; speed, 16 knots; horsepower, 11,000; cost, \$5,010,000; armament, four 12 inch, eight 8 inch, six 4 inch guns and 28 guns of smaller caliber.

anean Sea, which is greatly desired by our navy. By the use of some speedy vessels as advance guards, it may be possible for Commodore Watson to reach the Straits of Gibraltar some time before Camara's slow moving fleet could get there, returning from Port Said. Reinforced by ironclads, Watson would have the Spaniards bottled up in the Mediterranean. This is a large bottle, it is true, but it is believed by naval officials that Camara could be hunted



COMPANY FLAG.

The One to be Competed for at the Old Glory Carnival. One of the features of the Old Glory carnival will be the voting on the company flag, which is to be given to the military company which proves to be the most popular one in this city. Votes may be cast for 5 cents each and people can vote as many times as they please, the Australian ballot law not applying at this election.

The companies to be voted for are Company E, Captain Lucey; Company G, Captain Zittinger; Troop B, Captain Cooke, and the Signal Corps, Lieutenant Martin. The votes will be cast in the patriotic booth and the ballot announced Friday evening, after the carnival.

NONSUITED. Judge Johnson Decides Against the Joseph Will Contestants. The contest over the will of the late William Joseph, who died in 1888, came to a rather sudden termination yesterday by Judge Johnson granting the motion for a nonsuit.

Joseph left a will, executed in 1886, in which he gave his half interest in certain property to his wife during her life, and providing that on her death it should go to his partner, Hiram Gribble. The company to be voted for are Company E, Captain Lucey; Company G, Captain Zittinger; Troop B, Captain Cooke, and the Signal Corps, Lieutenant Martin. The votes will be cast in the patriotic booth and the ballot announced Friday evening, after the carnival.

ROYAL BAKING POWDER Absolutely Pure. Royal makes the food pure, wholesome and delicious.

down as successfully as was Cervera with his flying squadron. Operating in a sea surrounded by countries whose sympathies inclined toward Spain, the American squadron necessarily would be entirely self-contained and self-reliant, being fully provided with store ships and colliers to avoid the necessity of running counter to the neutrality laws of the various Mediterranean ports.

NOW IN JAIL.

Sheriff Johnson Arrests the Men Engaged in the Allen Affair.

Sheriff Johnson, Deputies Conrad and Kelly and District Attorney Ryan returned yesterday from Walnut Grove with the three men whom Fred Allen accuses of having robbed him on Sunday night in his saloon at Miller's Ferry, a brief account of which was given in yesterday's "Record-Union."

The officers reached Walnut Grove at 2 o'clock yesterday morning, and about 4 o'clock they saw two men walk out from a patch of weeds and grass by the roadside near the ferry, where they had passed the night, and arrested them.

The men proved to be Thomas Fleming and Joe Hennessy, two of the men engaged in the racket in Allen's saloon. Fleming had bird-shot in his face and on one wrist and hand, and Hennessy had some shot in one leg, where Allen had shot them.

These men were sent to this city on the stage in the custody of Deputy Sheriff Kelly, and then the officers set out to find the third man, Tom Sweeney. They learned that he had swam across the river, and they traced him to the Upham ranch on Dead Horse Island, where they learned that he had flown to New Hope. They followed and arrested him there in a hobo camp, and brought him to the city.

The officers say that Allen still contends that the men robbed him, but that he forced them to return to him his watch; that they afterward resumed their attempt to rob him, when he shot them and they decamped.

The prisoners say there was no attempt at robbery at all, but that Allen got them drunk and in a drunken freak discharged his shotgun at them.

There were, it is said, a couple of witnesses to the occurrence who say the men did attack Allen. The latter says he shot only to cripple his assailants.

PERSONAL MENTION.

Seymour Proper, wife and daughter Nellie of Northville, N. Y., are visiting the former's sister, Mrs. M. A. Pealer, 1215 P street.

Dr. J. R. Adler and wife of Jackson are at the Golden Eagle.

Mrs. William Beckman has returned from Highland Springs.

Dr. F. F. Tebbets has returned from the State Dental Convention at San Jose.

Robert T. Devlin is still very ill, but while he is not out of danger, there is strong reason for the belief that he will recover.

Miss Dora Hastings of this city is the guest of Mrs. L. A. Gould at "Hillside Cottage," Toiyah.

Miss A. Lou Mette has returned after a month's visit to Miss Clara Euer of Towle.

Lawyer W. F. Renfro has gone to Reno on legal business.

Mr. and Mrs. William Skeels have returned from their trip to Europe.

Brainard F. Smith, Clerk of the Folson Prison, was in the city yesterday.

Charles F. Gardner, formerly Receiver of the United States Land Office and now practicing law in San Francisco, is in the city on legal business.

Miss Josie Franks, who recently graduated from the Conservatory of Music at the University of the Pacific, at San Jose, is visiting her sister, Mrs. C. H. Merry, at 1518 Ninth street.

Miss Dottie Rawlins and Miss Georgie Jackson of Elk Creek, Glenn County, and now practicing law in Placerville, Nashville, Tenn., to attend the National Convention of the Christian Endeavorers.

Dr. H. H. Stephenson and wife have returned from San Jose.

L. C. Chandler, the well-known capitalist, is dangerously ill at his rooms, Third and J streets. Little hope is entertained for his recovery.

Miss Mamie Clark has returned home after an extended visit to Placerville. The many friends of Mr. Clara F. Parsons, Principal of Capital Primary School, will be pained to learn that she is seriously ill.

THE NONPAREIL STORE. Special This Morning Women's SHIRT WAISTS At 50c. We recently purchased from a waist manufacturer of a little town just outside of New York City, where waist making has become an art, a large quantity of the neatest and prettiest shirt waists for women's wear which were ever shown at so moderate a price.

Special This Morning WOMEN'S Separate Skirts AT \$1.15. As companions to the shirt waists and to demonstrate how well, how neatly and how cheaply one may attire themselves and be in style, we place on sale special two lines of skirts, none less than \$2 value, at the above price—\$1.15. There are black mohair skirts, small and medium and neat patterns, and a line of broken small plaid and checked wool skirts, in a variety of colors, all correctly cut, lined, bound and well made.

AN OPEN LETTER TO MOTHERS. WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK. I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher, on every the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "CASTORIA" which has been used in the homes of the Mothers of America for over thirty years.

GIRLS WHO USE "WELL BRED, SOON WED." SAPOLIO ARE QUICKLY MARRIED. Try it in Your Next House Cleaning.

will was admitted to probate and the estate given to Gribble. Wesley J. Lovett, a nephew of Joseph, sought to have the will set aside. The case reached the Supreme Court on appeal from an order of the Superior Court refusing to hear Lovett's contest without his filing a bond to cover the costs, and before the issue was determined Gribble died, after having deeded his property to relatives.

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McMORRY'S RELIABLE PRESCRIPTION PHARMACY, Sixth and K.

DR. GUNN'S IMPROVED LIVER PILLS ONE FOR A DOSE. Remove Pimples, Prevent Biliousness, Purify the Blood, Cure Headache and Dyspepsia, and all ailments of the bowels each day is necessary for health. They neither sicken nor weaken. To contain by Judge Johnson's prescription. Sold by druggists. DR. BOSANKO CO., Phila., Pa.

CROSSMAN'S SPECIFIC MIXTURE. WITH THIS REMEDY PERSONS CAN cure themselves without the least exposure, change of diet or change in application of business. The medicine contains nothing that is of the least injury to the constitution. Ask your druggist for Price, \$1 a bottle. TUP

STORE OPEN EVENINGS. Buy Shoes of a Shoe House. \$1.38 A PAIR. Buys four different styles of Ladies' Shoes, made of fine Paris kid, stylish coin toes and neat tips. Dressy, solid and serviceable. 4 Styles to choose from: (1) Black Kid Lace with cloth tops. (2) Black Kid Lace with kid tops. (3) Black Kid Button with kid tops. (4) Tan Kid Lace with kid tops. Sizes—2 1/2 to 8. Widths—C, D, E and EE. We have barrels of them in our Shoe Window. SALE PRICE, \$1.38. W. B. GEISER & CO. Cut Rate Shoe Dealers, Eighth and K Streets.