

## MEET SPAIN ON THE SEA.

### VAL AUTHORIZES STUDYING THE PLAN OF STRATEGY.

It is thought that the Pelayo may be with the Carlos V. in the North Atlantic—Plan to station fighting ships on the coast to meet an attack to the North—Large scouting fleet to be established far out at sea.

WASHINGTON, April 26.—The next important movement of the United States naval forces in the Atlantic will depend on information concerning the whereabouts of Spanish vessels. Until a few days ago the Navy Department was confident that the battleship Pelayo was at St. Vincent, and that the armored cruiser Carlos V. was on her way from Ferrol to that port. This confidence was based on official information, in reports that the Pelayo had reached St. Vincent caused much surprise at the department, as only a few days previous to its receipt a trustworthy despatch had come that the Pelayo had just sailed from Spain. Now, however, it is believed that the Pelayo is not at St. Vincent. He probably proceeded at the rate of ten knots an hour, an economical rate of speed, and could have reached the Cape Verde Islands in seven days, barring accidents and unfavorable weather.

It is not granted the accuracy of the press reports that the Pelayo left Cadix on April 7, as he had plenty of time to join the other Spanish vessels at St. Vincent, but the Navy department is willing to wait another day or two for news of her arrival there before taking any action to prevent a surprise. There is a United States fleet of five ships, unless the Portuguese Government, out of a kindly feeling for Spain, has suppressed his despatches to the State Department as to the Spanish fleet, there is no reason why the Government should not be notified promptly of the movements of the formidable Spanish naval force in that port.

It is suspected, however, that the Spanish despatches which the Navy Department believes to be authentic have been received from St. Vincent, and that the Spanish squadron is still there. Nothing has been heard from the Consul several days, and the Navy Department has had the State Department to have Spanish reports, if only to assure this Government that the Spanish ships have not left. The Administration is suspicious that the squadron at Cape Verde is being retained there to draw the attention of the United States to movements of the Pelayo, Carlos V., and other Spanish vessels, and to have Spanish vessels at the disposal of the last named vessels has been received, but the val strategists would not be surprised to learn at the intention of Spain is to send a force of vessels to the northern coast of this country to bombard important cities. It was to off-fer such a message, that the Spanish fleet sailed from St. Vincent this morning.

This provides for the withdrawal, necessary, of the six armored cruisers under Admiral Sampson's command from blockading duty at a central point on the Atlantic coast, where they could concentrate north or south, as expediency may determine, to meet any Spanish fleet in Cuban waters or those of the New England Middle States.

The first movement of United States vessels, according to the precautionary plan, was that of the Columbia and Minnesota to New York harbor, where they will watch for the entrance of the enemy. They will be assisted in this work by the six ships under the command of Commodore Howell, constituting the Atlantic patrol squadron.

The news to-day from Queenstown that the rian steamer Pennland had met the Carlos V. on Sunday morning 500 miles from that port, is of great interest to the officials of the Navy Department. While details of latitude and longitude are lacking in the Queenstown despatch, the fact that the Pennland was met from Philadelphia indicates, they say, that the Carlos V. was taking a northerly course and was certainly not bound for the Indies, the Canaries, or the Cape Verde islands.

The information of the Navy Department in the Carlos V. left Ferrol between April 17 and 20. The resolutions of Congress directing President to intervene were finally adopted on the morning of April 19. Spain realized that the United States would not be deterred by the Pelayo's strategic movement of some of the fighting vessels of the United States may be expected in a few days if additional information is received as to the whereabouts of the Carlos and the Pelayo.

A warning of the Spanish Government that the Carlos V. was to be sent to Spain in a vessel unexpected by the United States Navy Department, and some of them are not to believe that the beginning of hostilities in the water will take place on the northeast coast of this country.

The Carlos V. is trying to catch a Spanish liner she will have to make a great effort to do. The Carlos V. can make nine knots at natural and twenty knots at top speed. She can steam 13,000 miles in 20 knots. The regular speed of the Carlos V. is 10 knots, but she is probably proceeding at a speed of 12 knots, which would show a clean pair of heels to the liner.

From the information furnished by the Pennland's Captain, the Carlos V. was on the coast of the United States, and it is believed that the American liners, going in the same direction taken by the

Spanish fleet, are being watched for by the officials of the Mexican Government, as well as most of the citizens of that country, are in sympathy with the United States in the war with Spain.

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The Spaniards living in Mexico are possessed of wealth, and they are prepared to pay well for volunteers in the proposed filibustering expeditions. It is their plan to employ desperate men and have them make raids into Texas for the purpose of destroying property.

The Mexican Government is alive to the situation and will do all in its power to prevent the organization of the proposed filibustering expedition on Mexican soil. Steps to this end have already been taken by the massing of several thousand Mexican troops along the Rio Grande border. President Diaz and all the chief officials of the Mexican Government, as well as most of the citizens of that country, are in sympathy with the United States in the war with Spain.

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## MONDAY WITH THE FLEET.

### OUR SQUADRON SPREAD OUT 100 MILES ALONG THE COAST.

It was like a Day in June on Sunday Hook and the Fleet Began to Move on the 26th.—The Sun's Yacht Entertained a Small Spanish Squadron Half to North.—The Yacht Went Inshore to Look at a Small Port. Twelve Miles from Havana, When the Gunboats Mounted Their Guns and the West "Salomona" Came Back on the Yacht.

## CAPTURE OF THE PANAMA.

### The Mangrove Stopped Her Twenty Miles from Havana.

Key West, April 26.—The U. S. R. Mangrove brought the Spanish steamship Panama into this port this morning as a prize. The vessel was caught about 9 o'clock last evening twenty miles from Havana. She was bound for Havana from New York, and carried supplies for a Spanish army.

Her coming was expected, and the vessels of the blockading squadron were on the lookout for her. The Mangrove fired a shot, which the Panama paid no attention. She slowed down at the second shot, and at the third she stopped. The battleship Indiana was three miles away, but, hearing the shot, she steamed up.

Before she arrived Ensign Dayton went from the Mangrove with two men to the Panama as prize master. The Indiana sent Naval Cadet Falconer and fifteen marines to bring the ship in. They started for her, where they arrived at 11:30 o'clock this morning. The crew and passengers took the matter calmly, and the one man, who attempted to jump overboard before the marines got aboard. He was restrained. There was no trouble in bringing the ship in, her crew doing all the work. The Mangrove conveyed her.

The Mangrove and Indiana will divide the prize, the other blockading ships having been in sight. The Panama did not know of a blockade and showed her regular lights. The passengers at first thought the Mangrove was a Spanish ship, and congratulated themselves.

Two hundred and thirty Spaniards are on the ten captured ships in this harbor. The Government has rented a large house for them in the city. They will be kept at Government expense.

The Newport captured the sloop Faquete and the schooner Pirineo off Havana and towed them here to-day.

The representatives of the Spanish line here had hurried the loading and sailing of the Panama as much as possible and hoped that she would reach Havana before a blockade was instituted or hostilities begun, and though they failed, it was the result of the quick progress of events rather than of any delay at this end. The ship made a quick trip, considering the size of her cargo. The Panama was to have been taken by our Government after this trip for an auxiliary cruiser. The cargo consisted mainly of provisions for the Spanish army in Cuba.

J. P. Robt, representing J. M. Ceballos & Co., agents of the line, said that no notice had been received from Capt. Quesada of the seizure of the Panama. The boat is an iron steamship of 1,347 tons, 331 feet 4 inches long, 34 feet 3 inches beam, and 24 feet 9 inches in depth. She was built in Glasgow in 1875.

The Panama is valued at between \$30,000 and \$35,000," said Mr. Robt, "and her cargo is worth about \$50,000."

At the company's office on Pier 10, East River, no word had been received of the capture except through the newspapers.

Some insurance was placed on the Panama in this city at war rates of 75 to 10 per cent, and it is believed that no loss to the underwriters remains to be seen.

"Goods that can be shown to be the property of Spanish merchants," said Mr. Chubb of the New York Marine Insurance Association, "will be condemned. That is, if on goods shipped by Americans to Spaniards the title has passed, the goods are to be paid for as such. If the title has not passed, the goods are free. On shipments to Mexican ports, unless the goods are consigned to Spaniards, they are free."

President Raven of the Atlantic Mutual Company, believes that the whole cargo will be condemned.

"The Panama is a Spanish liner ship and was trying to run the blockade," he said yesterday, "and it seems to me she is a regular war capture. We have no insurance on the Panama, but my opinion is the whole cargo will be confiscated. Of course the whole matter will have to be adjudicated by the Admiralty court. It seems to me, however, that a state of war existing, no American has a right to ship goods to the enemy with that condition, and I do not think that the Government will recognize any such claim."

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## HOSTILE WARSHIPS.

### Spain Sends a Squadron to the North Atlantic.

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## IN THE TRACK OF THE LINERS.

### Seen on Sunday and Monday by the Pennland and Majestic.

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## EXTRA

### 5:30 A. M.

## TORCH FOR CUBA?