

IOWANS IN A STORM.

Transport May Have Crossed Path of a Typhoon.

LEFT YOKOHAMA ON OCTOBER 5.

Empress of India, Which Sailed About the Same Time, Has a Rough Experience—Believed Transport Senator Will Arrive During the Coming Week.

VICTORIA, B. C., Oct. 19.—The steamer Empress of India, which has reached here from Japan, has completed the roughest trip of its 43 voyages. The second day out from Yokohama it encountered a typhoon which smashed all telegraphic communication between the engine room and bridges and destroyed some of the boats. The storm continued unabated a day and night.

Fears are expressed by officers for the transport steamer Senator, carrying home the Fifty-first Iowa regiment. It left Yokohama for San Francisco eight hours before the Empress and having immense upper works would fare badly in a gale.

Senator Expected Next Week.

SAN FRANCISCO, Oct. 19.—The transport Senator with the Iowa volunteers on board is expected to arrive from Manila next week. The news of the terrible experience of the steamship Empress of India while enroute from the Orient to Victoria, when she encountered a typhoon, caused no alarm here for the safety of the Senator, which is supposed to have also passed through the typhoon. The Senator is a good vessel and able to withstand the rigors of a storm of unusual severity.

PATRIOTS AT YOKOHAMA.

Little Colony of Americans There Have Cared For Volunteers.

YOKOHAMA, Oct. 6.—Via Victoria, Oct. 19.—The Fifty-first Iowa regiment, the last of the volunteer regiments to touch at this port on its homeward bound trip, reached here on Oct. 3, and left yesterday for San Francisco.

The departure of the Iowans ends one of the most remarkable features of the war, whether it be considered in the light of the irreproachable conduct of the great army of Americans passing through or in that of the patriotic devotion of the little American community here, which in every possible way ministered to their needs. It has been a gigantic task for the handful of Americans here to feed an army of 13,000, to organize for them an extensive bureau of information, to guard them against imposition, to care for all the sick, even to the extent of taking them into their own homes, to furnish free baths, to provide delightful headquarters and in every way to remind them that they were among friends and countrymen.

Of course the ladies of the colony have borne the brunt of the work while the men have furnished the means and that most liberally. All this has been done to with a national pride which would not permit the acceptance of foreign aid, though freely proffered. Seldom has such work been better done, and it may be added seldom more freely appreciated and rewarded. The great army of returning Americans has responded with an unstilled record; 12,000 to the amazement of all the foreigners having proved themselves in every regard an army of gentlemen.

Urges Removal of Otis.

VANCOUVER, Oct. 19.—Professor D. C. Worcester and Colonel Denby, Philippine commissioners, arrived on the Empress of Japan and left for Washington, where they will make their report to the president. Among the passengers was Mr. Letmore, proprietor of the Manila American. His mission is to urge the removal of General Otis and the promotion of General Lawton. Letmore says Lawton is frequently denied the fruits of victory by the hesitation of General Otis.

Mutinous Officers Killed.

PARIS, Oct. 19.—The minister of the colonies, M. Decrais, has received an official dispatch announcing that Captain Voulet and Captain Chanoine of the outlanded French expedition in the Soudan, whose members recently massacred most of the members of the expedition under Lieutenant Colonel Klobb, sent to arrest those officers on charges of cruelty and insubordination, have been shot by their own men.

General Otis Reports.

WASHINGTON, Oct. 19.—General Otis made the following report, under date of Oct. 18: Lawton, with carefully selected strong column, reached Cabo, 10 miles south of San Isidro, this morning. Third and Fourth cavalry with him under Young. Bell, Thirty-sixth infantry, scouting northwest of Santarita, with part of the regiment, struck insurgents, killing and wounding several; capturing 18 prisoners.

C. I. for Labor Convention.

WASHINGTON, Oct. 19.—The 19th annual convention of the American Federation of Labor will be held in Harmonic hall, Detroit, beginning Monday, Dec. 11 next. A call for this purpose was issued yesterday by the executive council of the Federation, now holding a session in this city.

Pilar Willing to Sell Out.

MANILA, Oct. 19.—General Otis has received messages purporting to come from the insurgent general, Pio Del Pilar, offering to sell out his army and deliver Aginaldo into the hands of the Americans for \$500,000.

Two Shooters on Trial.

TEKAMAH, Neb., Oct. 19.—Thomas Potts and C. E. Bigelow, both of Omaha, charged with shooting George Kelley, the affair occurring here two months ago, Kelley losing his foot as a result, are now on trial here.

LIPTON OUT OF LUCK.

Shamrock Is Put Out of Second Race by an Accident.

CRIPPLED JUST AFTER THE START

Topmast of the Challenger, Unable to Endure the Strain, Is Carried Away, Causing Collapse of Its Big Topsail—Columbia Finishes the Course Alone.

NEW YORK, Oct. 18.—The topmast of the cup challenger, Shamrock, was carried away 25 minutes after the big single sticker had crossed the starting line yesterday and her enormous club-sail, with its 3,000 feet of canvas, came rattling down on the deck, leaving her a helpless cripple. No amount of pluck or courage could face such a catastrophe and the Shamrock abandoned the race, towing back to the anchorage after the wreckage had been cleared. The Columbia continued over the course alone, placing to her credit the second of the races for the America's cup. The accident to the Shamrock ruined the race, and caused the keenest regret among the yachtsmen and the thousands of sightseers who were on hand to witness what had promised to be a glorious duel. It is unfortunate that the defender should have been the beneficiary of an accident, as there is little glory in beating a cripple, but the rule is iron-clad. If crippled before the start, time for repairs is allowed, but once over the line if anything carries away the sufferer must make such repairs as he can, or if rendered hors de combat, as the Shamrock was, he must take the consequences. There is good sense and logic behind the rule. The races are a test of construction, as well as design and seamanship. Doubtless, if Mr. Iselin could have had his choice in the matter, he generously would have declined to continue in view of the crippled condition of his rival, but the rules gave him no alternative. He was in duty bound to go on, and as he finished well within the time limit the race was his. Had the accident not occurred, it is believed that the Yankee boat would have repeated the beating she gave the challenger Monday. During the 25 minutes the yacht sailed she had gone through the Shamrock's lead like a streak and had established a lead of more than 300 yards on the weather bow.

The simple breaking of a stay wrecked the Shamrock. The wire back stay which helps to support the slender spars gave way, and this support removed, her Oregon pine topmast, as big as a telephone pole, 60 feet high and 14 inches in diameter, snapped off like a match just above the lower mast cap. This mast was not only supporting the pressure of a 15 knot breeze against her big kite, but was also sustaining the crushing weight of the sail itself and the two club top sails, each 40 feet long. Later in the afternoon the Shamrock was towed up to the Erie basin. A new topmast will be set up today and she will be remeasured. She will probably be taken out for a spin today to try her new stick, and the third race of the series will be sailed tomorrow. This will be over a windward and leeward course, and if the Columbia wins the series will have been completed without giving the Shamrock an opportunity to test her merits in her favorite point of sailing, over a triangular course.

Officers Promoted and Retired.

WASHINGTON, Oct. 18.—The president has ordered the promotion to grade of brigadier general in the regular army of the following colonels: Colonel A. C. M. Pennington, Second artillery; Colonel Royal T. Frank, First artillery; Colonel Louis H. Carpenter, Fifth cavalry; Colonel Samuel Owenshine, Twenty-third infantry; Colonel Daniel W. Burke, Seventeenth infantry. These officers are to be placed on the retired list at intervals of one day each.

Christian Church Jubilee.

CINCINNATI, Oct. 18.—This was memorial day at the jubilee convention of the Christian Missionary societies, tributes being mostly in honor of A. M. Atkinson of Wabash, Ind., who dropped dead while addressing the business men's section last Saturday night. The venerable C. L. Loos of Lexington, Ky., continued to preside over the Foreign Missionary society, where missionaries from all the foreign fields reported on their respective works.

Fatal Chicago Fire.

CHICAGO, Oct. 18.—One life is believed to have been lost last night in a fire which broke out in the factory of the W. O. Ritchie Paper Box company. Five hundred persons were employed in the building and about 200 were inside it when the fire occurred. It is believed everybody escaped with the exception of Alexander McMaisters, the superintendent. The building, which was six stories high, was practically destroyed, entailing a loss of \$165,000.

Sheep Lost in Snow Storm.

LEADVILLE, Oct. 18.—For more than a week a snow storm of unprecedented severity for this time of the year has been raging in the mountains surrounding Leadville. One band of 1,400 sheep and the herder are lost. The sheep belong to Goshin Bros. The name of the shepherd is not known. Other flocks have reported heavy losses and no word has been received from many others known to be still in the mountain pastures.

Retail Liquor Dealers Meet.

LOUISVILLE, Oct. 18.—Members of the National Retail Liquor Dealers' association from all over the country are here in attendance upon the annual meeting of the organization. After a short meeting of the executive committee, the delegates gathered in the ballroom of the Louisville hotel for an open session. There were 150 present.

ALL IN DEWEY'S WAY

BOLD WORK ALL AROUND IN THE YANKEE FLEET.

Captain Coghlan's Story of the First Shot—The Hero of the Raleigh Who Fired It—Plucky Little Gunboat Petrel Ahead of Her Big Consorts.

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DEWEY'S way with the Spaniards at Manila was the way with the entire Yankee outfit. The commodore, the ship captains, the sailors and even the guns and shells had it in them to smash the enemy on sight.

It is not in human nature that fighters having back of them the traditions of the American navy would stand aloof and indulge in target practice. With ships under them having a head of steam on able to move into the ring of the enemy's champions, Yankee sailors admit of no holding. Another feature which makes for hot fighting is the fact that all our ships now have an individuality and are the especial pride of the officers and crew. They'll never haul off from a scrap until the ship has done the best there is in her.

Captain Coghlan's story of how the fleet went in and his own ship, the Raleigh, put in the first shot for the mastery of the Pacific, discloses the spirit of the hour as it was at Manila. He said: "We held our last consultation at dinner the night before the fight, and Dewey said that we were going in that night. I don't think any of us ate much dinner. We went in in a calm sea, although we were not so calm ourselves. About midnight we became anxious, because we had arrived at a point where we were informed there had been lots of torpedoes anchored for us.

"Now the torpedoes are all very well in the storehouse, but they're bad things to have floating around a ship. But when we got to the entrance and the Olympia went through without being blown up we felt better. We felt positively brave when the Baltimore went through all right and were ready to go bang into a graveyard ourselves then.

"Well, the Spaniards on duty at the shore batteries slept four miles away from their guns that night and didn't get back to their posts until the old Raleigh came along. I saw a flash on shore and said to an officer, 'Hello, what's that?' He told me it was the second time he had noticed it and asked if he should fire. I told him not to as it was probably the insurgents, who were friendly then, signaling to us, but when a solid shot came along later I knew better. Then a second shot came, and it was in response to this that the Raleigh fired the first shot in the naval battle of Manila.

"I tell you we were all on the quiver that night. Our orders were to go inside the harbor, anchor and take breakfast at daylight, then wipe the Spanish fleet off the face of the earth. But in the darkness we overran our reckoning and at daylight found ourselves right under the batteries of Manila. The enemy on shore opened on us, and instead of the anticipated signal to take breakfast the signal came from the flagship, 'Engage the enemy!' That was where the old man (Dewey) came in. His plan had to be changed in a second. We turned and stood toward the Spanish fleet, taking the fire of the batteries without response for 37 minutes. We finally got the position we wanted and opened up. We kept at it for 2½ hours, and at the end of that time there was no Spanish fleet."

Captain Coghlan gave the credit of firing the first shot in Dewey's memorable battle to Ensign Bablin of the Raleigh. Bablin's story of it is as follows: "It was about midnight when we came to the outer entrance of the bay, between Corregidor island and El Fraile. The passage is five miles wide, and instead of taking the middle channel, which was mined with torpedoes, we took the channel close to Corregidor, preferring our chances against the Spanish batteries on the island rather than with the torpedoes. Just as we started in, a few minutes after 12 o'clock, the smokestack of the dispatch boat McCulloch, at the end of our line, caught fire and blazed up like a piece of fireworks. This sudden illumination gave us away at once to the Spaniards on shore, and presently a gun boomed out from El Fraile.

"As soon as that first shot came from El Fraile Captain Coghlan sent me word to answer at once with the after gun. So after a hasty glance around and correcting the sights—it was a pretty long range, and the gun had to be elevated a good deal—I let her go. I don't suppose I will ever know positively whether that first shot hit anything or not. Some time afterward I met a Spanish officer who had been at El Fraile, and he told me it had disabled 23 men and put one gun out of the fight. But I wouldn't vouch for that. It may have been only Spanish politeness."

turn, which, for a wonder, hurt nobody. Suddenly a large white Spanish ship started for the Olympia, and as this was the Reina Cristina, having the Spanish admiral on board, the contest for a moment at the head of the line was between flagship and flagship. But all the American guns made a target of the daring Spaniard, and she couldn't get to close quarters with the Olympia. She turned to make the little harbor of Cavite, but a shell from the 8 inch rifle in the forward turret of the Olympia crashed into her stern and raked forward to the boiler, which exploded, setting the ship on fire and making a complete wreck of the pride of the Spanish navy in the Philippines. This shot alone killed the captain of the Reina Cristina and 60 of his men. Altogether, Admiral Montijo's tilt with Dewey's own cost the lives of 140 Spaniards and the wounding of over 200.

About this time two Spanish torpedo boats set out to do for the Olympia what the Reina Cristina so sadly failed in. The men and officers of the American fleet looked on in alarm, for they realized the terrible power that might lie in those two black engines creeping steadily toward the flagship. Every gun that would bear was trained upon them, and the men of the Olympia turned from their ineffectual heavy batteries to the rapid fire 6 pounders. A hail of shot churning the water into foam is the only expression to describe what the anxious spectators saw around the torpedo boats. Suddenly one launch blew up, either by the explosion of her boiler or of her own torpedo, and she disappeared with all on board. The second torpedo launch went on the beach with a dozen holes in her and a coating of blood on her decks.

Forging ahead, leading the line up and down past the Spanish ships and batteries, the Olympia once more neared the forts at Cavite, and a mine field exploded about 1,000 yards away. The Olympia was not hurt and made her fourth trip, turning again for the fifth and last of the morning battle. After the first bout with the enemy the Olympia steamed out into the bay, followed by the rest of the ships, beaten, as the Spaniards believed. But no, it was only a 20 minutes' wait for the Dewey breakfast, which had been ordered in those waters for the daylight hour.

During the wait it was signaled from ship after ship that there had been no loss in the American fleet, astounding intelligence, which was justly cheered all along the line. At 10:45 the signal to renew the battle was hoisted on the Olympia. This time the Baltimore took the lead, steaming close to the forts at Cavite. She opened with her big guns at a range which tore everything in sight. The Olympia seconded the Baltimore in the attack and Dewey ordered the Concord, Boston and Petrel to go into the inner bay of Baker, where the defeated vessels were seeking refuge. The little gunboat Petrel which had pluckily fought the big Spanish ships in the morning took the lead into the bay. She entered the heart of the



CAPTAIN WOOD AND THE PETREL.

Spanish stronghold, and the officers of the fleet thought she was lost when they saw her steam up within rifle range of the enemy.

In Baker bay Captain Wood of the Petrel found the Spanish Castilla afire, the Don Antonio de Ulloa on the bottom and Don Juan de Austria, the Marquis Duero, the Isle de Cuba, which had carried the admiral's flag after the loss of the Reina Cristina and the Correo, deserted by their crews. Lieutenant Hughes of the Petrel went out with a small boat and fired the deserted ships. When the last shot was fired, at 1 o'clock, the Petrel, Boston and Raleigh were in close action with the Spaniards, and the little gunboat signaled back to Dewey that the last flag of the Spaniards had been lowered. It was a shot from her guns which had brought it down.

In the second attack on the batteries at Cavite the Baltimore stood out as a single target for the Spanish marksmen, but they failed to score a second hit or to improve upon their best shot of the morning. That best shot was given to the Baltimore when she first opened her broadsides against the fresh batteries and warships. It was an armor piercing shot, and when it entered made the steel splinters fly in all directions. Six men were wounded by these splinters in a single gun crew, and the shot spun around, bounding from side to side, until it fell spent upon the deck.

But, if there was no damage worth mentioning sustained by the American ships, Dewey's battle at Manila was a wonderful one. Every ship took its own chances against torpedoes, sunken mines and Spanish gunnery. This last, and not the Spanish valor, seemed at fault.

On board each one of the American vessels it was believed that the other ships were suffering great slaughter, so fierce and continuous the Spanish fire, but all were prepared to share the slaughter if it came to that, and the western world echoes the words of Dewey when he said, "I've the prettiest lot of men that ever stepped on shipboard, and their hearts are as stout as the ships."

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