

SPANISH SHIP LOST ONE MORE SHIP

Cruiser Alfonso XII Sent to the Bottom.

SHE MADE A "SORTIE" FROM HAVANA HARBOR

Met by the Yankees and Is a Total Loss.

Carried Eighteen Large Guns and a Crew of Nearly 400 Men—Some of the Vessels of Cervera's Squadron May Be Raised and Used by the American Navy—Spanish Prisoners Make a Break For Liberty—Schley Won the Victory.

Key West, Fla., July 6.—It is reported here that the Spanish warship Alfonso XII attempted to run the blockade out of Havana and was captured by an American cruiser.

Washington, July 6.—Secretary Long has received word through General Greely, signal officer, which is accepted as confirming the report that the Spanish ship Alfonso XII was destroyed while trying to run the Havana blockade.

General Greely's information came

not progressing satisfactorily. Two large warships left Norfolk today to begin work upon the Colon, Vizcaya and Oquendo.

SCHLEY WON THE VICTORY. Sampson's Attempt to Claim Credit Criticized by Senators.

Washington, July 6.—In the senate today Mr. Pettigrew of South Dakota offered the following resolution, tendering the thanks of congress to Commodore Schley for destroying all Admiral Cervera's squadron, and asked that the committee on naval affairs:

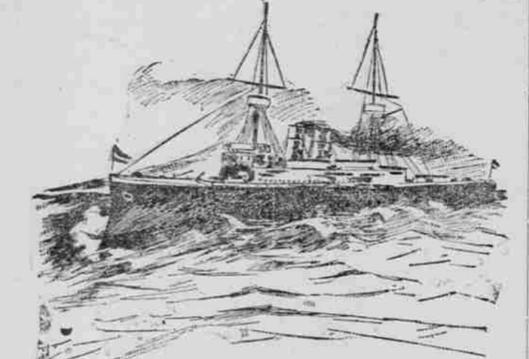
"Resolved, That the thanks of congress and the American people are hereby tendered to Commodore Schley, for his highly distinguished conduct in conflict with the enemy, as displayed by him in the destruction of the Spanish fleet off the harbor of Santiago, Cuba, July 3, 1898.

"Sec. 2. That the thanks of congress and the American people are hereby extended to Commodore Schley, to the officers and men under his command for the gallantry and skill exhibited by them on that occasion.

"Sec. 3. That the president of the United States be requested to cause this resolution to be communicated to the officers and men under his command.

Commenting on the resolution, Mr. Pettigrew said the impression had been conveyed to the public "that not Commodore Schley, but another man," had achieved the great success. "I know," declared he, "we shall be obliged to remove that impression by absolute proof to the contrary. All the accounts of the battle agree that Commodore Schley was in command of the vessels of his fleet. He pursued the last of the Spanish vessels 60 miles and personally brought to an end the most remarkable naval duel ever fought."

Mr. Stewart of Nevada thought Admiral Sampson had been unfortunate in the wording of his official announcement of the victory, and in not giving in the dispatch the credit due to Commodore Schley. He thought it had been due to Schley that the credit be



SPANISH WARSHIP ALFONSO XII. Sunk Yesterday While Trying to Run the Havana Blockade.

In a cipher message and is considered the report reliable. The ship is said to be a total loss. It occurred about 10 miles west of Havana. Secretary Long regarded the report that the Alfonso XII had been destroyed while trying to run the Havana blockade as the best news of the day.

Both the secretary and General Greely regarded the report as authentic, but there was a desire to get more details as this had been something of a special ship.

The Alfonso XII was an iron steamer with one screw, was fitted and armed with a good armament.

For short distances and an average speed of 14 knots; carried 15 large guns, five machine guns and five torpedo tubes. Her officers and crew numbered 275.

CERVERA'S LAST SHIP. Cruiser Reina Mercedes Was Destroyed Monday Night.

(Copyright, 1898, by the Associated Press.) Headquarters of General Shafter, Tuesday, July 5.—The destruction of the Spanish cruiser Reina Mercedes last night (Monday) accounts for the last ship of Admiral Cervera's once splendid squadron.

Just after midnight she was seen drifting slowly out of the narrow entrance by one of the American scouts. In a moment the fleet was ablaze with signals, and almost instantly a great fire of shells was hammering down on her. It is not known whether she returned the fire, but the shells burst open and one six-inch shell fell on the mainmast forward deck, exploding below. The explosion occurred in the men's sleeping room, but all were at quarters and no one was hurt. No other American ship was hit.

COLON MAY BE SAVED. One Fine Spanish Cruiser Was Not Seriously Damaged.

Off Santiago de Cuba, Monday, July 4.—During the pursuit of the Spanish fleet on Monday, the Brooklyn was wrecked half a dozen times, but no injury was done to any of the other American ships. The Spanish flag was hoisted on the Infanta Maria Teresa while the Vizcaya's men were swimming ashore at Acerradores. After the flag had been hoisted, Cuban soldiers rushed to the beach, fired at the Spaniards, arousing the indignation of the American sailors who witnessed the scene.

The Cristobal Colon was taken aboard the Oregon. Several hours after the Colon went ashore, head on, she floated and was beginning to sink, and the New York then rammed her several times, using fenders, and pushed her up on the beach without injury to either vessel. It is hoped she will be saved, to become part of the United States navy.

New York, July 6.—A Washington special to the Herald says: "I think it may be practicable to raise the Cristobal Colon and possibly one or two other Spanish ships."

This is the reply made by Rear Admiral Sampson to Secretary Long's cablegram, inquiring if it would be possible to raise the Cristobal Colon and add them to the American navy. Immediately upon its receipt, Assistant Allen gave consideration to the employment of wrecking companies to proceed at once to Santiago de Cuba and take charge of the work of raising the ships and of removing from them all valuable equipment.

Washington, July 6.—Secretary Long is quite hopeful that several of the Spanish ships of this cruiser squadron can be raised. In part at least, and possibly as a whole. Assistant Secretary Allen shares in this belief, and thinks that the Cristobal Colon can be got out of the rocks as an entirety, and that the hull, upper works and guns can be made available. She was the most armored cruiser in the Spanish navy, and if she can be raised and repaired, will make a valuable acquisition to the American navy.

Allen is hopeful also that the Vizcaya and Oquendo can be saved in part. Information has reached the department that the hulls are not badly damaged. The contract with the Merritt Wrecking company is by the way, and may be canceled at any time if the government finds the salvage is

not progressing satisfactorily. Two large warships left Norfolk today to begin work upon the Colon, Vizcaya and Oquendo.

given him by Sampson, but he believed the latter would yet do justice to the commo.

Mr. Hale expressed great confidence in the ability of both Admiral Sampson and Commodore Schley, and said the conduct and history of Schley during the battle had been most admirable. He felt assured that the little agitation concerning the bestowal of credit which was now disturbing some minds would disappear in the full light of the facts. There was, he said, glory enough for all in the destruction of Cervera's fleet, and he had no doubt it would be properly distributed.

Mr. Allen of Nebraska thought at first before action taken upon the resolution, and it was referred to the naval committee.

SAMPSON'S PRISONERS. Cervera and His Officers Will Go to Boston.

Washington, July 6.—Sampson has been directed to send his prisoners to the United States. Possibly the Harvard will bring some of them. The St. Louis is filled with wounded soldiers and cannot be used to convey the Spanish soldiers.

The enlisted men and non-commissioned officers of the prisoners will be sent to Fort Mifflin, Pa., where they will be confined on Seavey's island in the harbor. Orders for the immediate transfer of the prisoners to Boston harbor, where they will be turned over to the army for safe keeping.

FOUGHT AT CLOSE RANGE. Vessels Were Never More Than 1,500 Yards Apart.

Vienna, July 6.—The Austrian cruiser Maria Theresa has arrived at Kingston, Jamaica, with 17 refugees from Santiago de Cuba. Her officers report that the range between the opposing vessels during the destruction of Admiral Cervera's squadron never exceeded 1,500 yards.

Captain Ripper, of the Austrian warship, acknowledges the courteous treatment of the Spanish prisoners, and promptly according to his request to be allowed to take off neutral refugees.

PRISONERS MUTINY. Insurrection on the Harvard Quelled By Bullets.

(Copyright, 1898, by the Associated Press.) Headquarters of General Shafter, Tuesday, July 5.—About 50 of the 100 Spanish prisoners on the auxiliary cruiser Harvard attempted to escape last night. In some way a number of them secured guns and made a wild dash for liberty from the steamer, where they were confined. Their rush was met by the deadly bullets of the guards and six were killed and 15 wounded. The firing ended the mutiny. No Americans were hurt.

FATE OF ARGONAUTS. Sailed For a Mountain of Gold and Were Marooned.

San Francisco, July 6.—The little schooner Free Trade, which under command of Captain Moore, sailed from here about six months ago, in search of a mountain of gold, has returned to this port. The money for the voyage was contributed by H. Talbot Watson and several other wealthy gentlemen, who were ultimately deserted by a Koliak island, Captain Moore getting away with the vessel, which remained in his name. Moore is at Tibumook and the schooner will probably be labeled for the seamen's wages.

Hig Title. Detroit Free Press: "My friend has asked me whether you were an officer in the regular army," said the Kentucky Kentuckian. "No, sir," was the prompt and indignant reply. "The title I put was because you were a person of quality and not because I happened to be somebody's son."

PEACE READY TO OFFER

Foreign Minister Receives Power to Act.

WILL SURRENDER CUBA AND THE PHILIPPINES AND PAY INDEMNITY, BUT WANTS PORTO RICO RETURNED.

Ministers Neither Affirm Nor Deny the Reports—Weeping and Waiting in Cuba—Government Deceived the Public as Long as Possible—Nation Is Bankrupt and Unable to Pay Interest on Its Bonds.

London, July 7.—The Madrid correspondent of the Daily Mail says: "There are persistent rumors here that Duke Alphonso, the foreign minister, and Senor Gamara, the minister of public instruction and public works, have received full powers to propose a suspension of hostilities as a preliminary to peace negotiations. The ministers neither affirm nor deny the reports."

Spain, it is alleged, prepared for peace on the basis of the independence of Cuba and the Philippines, the United States occupying Porto Rico and indemnity in the case of events at Santiago. El Nacional declares that the nation is bankrupt and unable to pay interest on its bonds.

One of the highest officers of the British army considers that General Shafter's advance on Santiago was inferior to the requirements of the capture of the town by storm. He declares that Shafter on landing ought to have taken up a strong defensive position, fortified it and waited for reinforcements and siege guns, before attempting to carry by storm the Spanish position. He believes that Shafter was in a critical position after Friday's battle, and was only delivered by Cervera's folly in pushing out of the bay the remainder of his fleet to win a victory on the easiest terms. This high officer considers that the American campaign was not well planned, and that the serious loss of life was unnecessary.

Other officers, while crediting the American army and admiral with valor and ardor, are disposed to criticize what they consider grave indiscretions in the war department at Washington in continuing the operations of the fleet, and in announcing a conflict in which the American troops gained and held an unenviable position in the bay. Naval experts have nothing to say in criticism of Sampson's fleet, and marvel at the facility with which Cervera's powerful vessels were driven ashore and destroyed. The opinion expressed by journals like the Globe, that Sampson ought to have entered Santiago harbor several weeks ago, and that there has been lack of co-operation between the naval and military authorities, is not shared by any expert called for with the approach of the American fleet.

The handling of the American fleet is considered by skilled opinion to be a masterpiece of naval strategy. The fleet has much practical utility in its bearing upon the operations of the army. It is considered that the Spanish fleet is a steamship, and that the Spanish fleet is a steamship, and that the Spanish fleet is a steamship.

Mr. Allen, one of the most practical naval experts in parliament, contends that the Spanish navy is of no account in any emergency, and that it has neither the mechanics competent for scientific warfare. He does not believe that Cervera's fleet will ever reach the Philippine archipelago.

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MEETING OF FRATERNAL SOCIETIES OF THE STATE.

Plan to Have Excursions to All of the Resorts For the Aid of the Destitute and Needy.

Colorado Midland Cars Run Through to Chicago on the Wells-Fargo Express—Southern Pacific Earnings—Big Increase in Same—Mining Congress Excursions—Other Railroad News.

General Freight Agent Henry of the Rio Grande Western was besieged yesterday by a committee appointed at a recent meeting of the Miller's association of this state, the gentlemen calling for the purpose of registering a large kick against the grain and flour rates east and west, which they claim are such as to shut them out of the market with coast millers and flour men in the state of Colorado.

According to the statements made, the Western millers pay on wheat 10 cents per 100 pounds from the Sanpete valley to Grand Junction and at the same time charge a rate of 10 cents per 100 pounds on flour, which the millers claim is tantamount to shutting them out of the market in that direction.

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MILLERS MAKE A KICK

Grain and Flour Rates Are Very Unequal.

PREVENT UTAH COMPETING CONFERE WITH FREIGHT AGENT HENRY YESTERDAY.

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IN THE SOCIAL REALM.

The members of St. Paul's guild will give a lawn party this evening at Rowland hall.

Bishop and Mrs. Clawson entertained informally at their Fifth East street residence Wednesday evening.

Misses Genevieve and Ethel Felt will give a trolley party this evening to about 60 of their young friends. The cars leave the Eighteenth ward switch at 8 o'clock.

Mrs. Henry Fares of Park City is visiting in the city.

Mrs. Anna Colborn Plummer and her Sabbath school class are spending the week at Brighton resort.

Miss Bertha Parsons is spending the summer with her sister, Mrs. Dr. J. P. Miltzbaugh. Mrs. Parsons is devoting all her spare time now to her music studies.

Superintendent P. W. Metcalf of the State School for the Deaf and Dumb, was a visitor from Ogden yesterday.

The Social Wheel club will indulge in an excursion to Saltair tomorrow evening.

On Sunday afternoon at 4 o'clock the Social Wheel club will have a pleasure run to Rock Bridge, four miles up City creek canyon. A lawn party will be indulged in at the rendezvous, and delicious refreshments will be served the merry pleasure seekers.

DISTRICT COURT.

A Small Grist of Business Disposed of Yesterday.

The trial of Charles H. Rock, on the charge of fornication, alleged to have been committed with Florence H. Hollingsworth, on July 2, 1898, was resumed yesterday before Justice Norrell and a jury. When court adjourned until this morning the prosecution rested, and the defense will be on today.

Appeals Dismissed.

The appeal cases of Salt Lake City against Emma Hatfield and Leslie Green, in which the defendants were fined \$10 each in the police court for disturbing the peace, were dismissed by stipulation on the parties agreeing to pay \$3 each, to apply on costs.

The case of Salt Lake City vs. John H. Halsey, for violating the butcher ordinance, was continued for the term.

Bennett's Petition Denied.

Judge Norrell yesterday gave a decision on the petition of Alfred Bennett for a writ of habeas corpus, denying the petition. Bennett is confined in the city jail on a sentence of 90 days, imposed by Police Judge Timmony, on a conviction for vagrancy.

Foreclosure Suit.

Ellen Cottingham yesterday entered suit against Mary Marshall, administratrix