

HOBSON'S HEROISM

IT IS UNEQUALLED IN THE ANNALS OF AMERICAN HISTORY.

THE SPANISH FLEET HELPLESS

HELD CAPTIVE IN THE HARBOR OF SANTIAGO DE CUBA.

Narrow Channel Is Completely Blocked by the Wreck of the Merrimac-Cervera's Fleet No Longer of Use to Spain.

OFF SANTIAGO DE CUBA, June 3, 7 a. m., VIA PORT ANTONIO, JAMAICA, June 4, PER THE ASSOCIATED PRESS DISPATCH BOAT DAUNTLESS—(Delayed in transmission.)

The Spanish fleet is now helpless, being held captive in Santiago de Cuba harbor. The narrow channel leading into the harbor was completely blocked early this morning when the United States collier Merrimac was sunk across its entrance.

Montague is chief-at-arms of the New York. He has served four years in the navy, is 29 years of age, and his home is in Brooklyn.

George Charrette is a gunner's mate of the first class, on board the New York. He has served fourteen years in the navy, is 31 years of age, and resides at Lowell, Mass.

J. C. Murphy is a coxswain of the Iowa. Oscar Deignan is a coxswain of the Merrimac and is about 34 years old.

John P. Phillips is a machinist of the first class, belonging to the Merrimac. He is 35 years of age, and his home is in Boston.

John Kelly is a water tender, about 25 years old. His home is near Glasgow, Scotland.

H. Clausen, who stepped on board the Merrimac without permission, in order to take part in the expedition, is a coxswain of the New York.

Lieutenant Richmond Pearson Hobson, assistant naval constructor, was born at Greensboro, Ala., on August 17, 1870, was appointed, after a competitive examination, to the naval academy in May, 1888.

Lieutenant Hobson is a nephew of John M. Morehead, of North Carolina, and is a grandson of Chief Justice Pearson, of that state. He is unmarried, and his father, Judge James M. Hobson, lives at Greensboro, Ala.

The three men from the Merrimac's crew were all green hands and shipped recently for the war.

The Merrimac had on board 600 tons of coal when she was scuttled across the channel.

Lieutenant Hobson started on his daring errand at 5 o'clock this morning. The Merrimac was lying to the westward. Under cover of the clouds over the moon, she stole in towards the coast and made her way to the eastward, followed by a steam launch from the New York, with the following crew on board:

Naval Cadet J. W. Powell, of Oswego, N. Y.

P. K. Peterson, coxswain.

H. Handford, apprentice of the first class.

J. Mullings, coal passer.

G. L. Russell, machinist of the second class.

In the launch were bandages and appliances for the wounded.

From the crowded decks of the New York nothing could be seen of the Merrimac after she had got under the shadow of the hills. For half an hour officers and men strained their eyes peering into the gloom, when, suddenly, the flash of a gun streamed out from Morro castle, and then all on board the New York knew the Merrimac was nearing her end. The guns from the Spanish battery opposite Morro castle answered quickly with more flashes, and for about twenty minutes flashes of fire seemed to leap across the harbor entrance.

The flagship 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 plunged far over the launch. Then for fifteen minutes the big guns ashore 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 cheered at the Spanish marksmanship and cheered their shipmates.

At 5:15 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 cadet had gone right under the batteries and only returned when all hope of taking the crew of the Merrimac had to be abandoned.

Cadet Powell also reported that he had clearly seen the Merrimac's masts sticking

HOW SHE WAS LEFT

A St. Louis Lady Tells Her Story. ST. LOUIS, MO.—"For over two years I have been troubled with malaria, kidney and liver disease and impure blood. In the winter I was taken sick with malaria and inflammation of the stomach, which left me weak, nervous and sleepless. I began taking Hood's Sarsaparilla and after using ten bottles, and also Hood's Pills I can eat and sleep and am stronger."

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up just where Hobson hoped to sink her. The Estrella battery, which had all part 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: "It is equally impossible for any vessel to get into the harbor. Therefore the Spanish first-class armored cruisers Maria Teresa, Cristobal Colon, Vizcaya and Almirante Oquendo, with the two torpedo boat destroyers, Furor and Pluton, are no longer of any use to Spain. This result was accomplished through the heroism of Lieutenant Richmond P. Hobson and his seven companions in sinking the collier Merrimac across the channel leading into the harbor of Santiago de Cuba:

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he started down the sea ladder there were many hands stretched out to grasp his, and many quick-spoken, earnest wishes for his success. He heard of them, then, that Hobson would take the Merrimac in early yesterday morning.

At 3 o'clock the admiral and Flag Lieutenant Staunton got into the launch to make an inspection of the Merrimac. The working gang, however, then that Hobson was on board the New York the officer of the flagship on the quarterdeck, their glasses focused on the big, black hull that was to form an impassable obstacle for Spain's best ships.

The minutes slipped by, the crews had not completed their work on the Merrimac, but at last a boatload of men, black and tired out, came over to the flagship. Last of all, at 4:30 o'clock, came the admiral. He had been delayed by a breakdown of the steam launch.

On board the Spanish battleship, the Oquendo, and nearly everybody thought it was late for the attempt to be made that morning.

Then somebody cried: "She's going in!" Surely enough the seemingly deserted collier was seen heading straight for Morro castle.

The torpedo boat Porter was lying in near the flagship, and at Admiral Sampson's order Lieutenant Admiral snatched up the megaphone and hailed the Porter, saying: "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 within 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 the attempt would be made for Hobson to venture in at that hour.

Sometime 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 Powell could not understand until Lieutenant Powell, 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 adjutant 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.

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 Rear Admiral Sampson joined Commodore Schley on Wednesday, the latter ascertained that the Merrimac would be impossible for the fleet to crawl into the harbor in which the Spanish fleet had taken refuge. The mines across the entrance and the heavy guns of the batteries made the mere contemplation of it an act of folly.

Commodore Schley was inclined to think the dynamite cruiser Vesuvius might be sent to blow up the Merrimac, but he 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.

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 official.

The spirit shown by the men and officers of the fleet in connection with the Merrimac expedition is really grand and beyond being merely expressed in words.

Under the leadership of a man imagine the immense feeling of satisfaction experienced when it comes to be known that Hobson and the crew of the Merrimac were safe. Later in the day a boat with a white flag, and his 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 the New York, where they are now understood to be confined.

Money and provisions were sent to the prisoners through Captain Oviedo, and it is believed Rear Admiral Sampson is taking the necessary to bring about their exchange.

The fleet to-night is in a state of delighted enthusiasm 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.

Cadet Powell, who was the last man to see Lieutenant Hobson before his start, and who had charge of the launch during his serious trip, after a much needed sleep told the story of his experience. He said: "Lieutenant Hobson took a short sleep for a few hours, which was often interrupted. At a quarter to 2 he came on deck and made a final inspection, giving his last instructions to the crew. Then he went to his quarters as cool as a cucumber. At about 2:30 o'clock I took the men who were not going on the trip into the launch and started for the Texas, the nearest ship, but had to go back to the Merrimac to get the guns, which were finally obliged to leave. I shook hands with Hobson and all. He said: 'Powell, watch the boat's crew when we'll out of the harbor. We will be cracked, winning thirty strokes to the minute.'"

"After leaving the Texas I saw the Merrimac steaming slowly in. It was only faintly dark then and the shore was quite visible. We followed, about three-quarters of a mile apart, and when we stood about a mile to the westward of the harbor seemed a bit mixed, turning completely around, and finally heading to the east, she ran down and then turned in. We were then about a mile from the Merrimac, but she had lost his bearings. I thought the Merrimac was about 200 yards from the harbor first gun was fired from the eastern bluff. We were then about half a mile off shore and the Merrimac was firing. The firing increased rapidly. We steamed in slowly and lost sight of the Merrimac in the smoke which was carried off shore. Before Hobson could have blown up the Merrimac, the Spanish batteries opened up and commenced firing. They shot wildly, however, and we only heard the shots. We ran in 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 Merrimac. At 10 o'clock the Merrimac disappeared behind a black cloud bank in the West, leaving only a gray mark of heaving water, and the dim outline of the

eastward. At about 5 o'clock we coasted the harbor for a quarter of a mile, and stood to the westward. In passing we saw one spar of the Merrimac sticking out of the water. We hurried the shore, just outside of the breakers, for the batteries saw us and opened fire. The first shot fired dropped thirty yards astern, but the other shots went wild.

"I drove a launch for all she was worth, finally making the New York. The men behaved splendidly."

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Lieutenant Richmond P. Hobson, of the flagship New York, with a volunteer crew of seven men, under cover of the darkness of the night, made a heavy fight for the Merrimac into the throat of the harbor swung her broadside to across the channel and then exploded and sank her. He succeeded in this desperate enterprise under the fire of the batteries and forts which barred the entrance, without support from the fleet.

Ensign Powell, also of the New York, with a steam launch, crept close to the guns of Morro castle to take of the batteries of the Merrimac, and he was nearly killed until daylight disclosed his position without seeing a trace of the Merrimac's daring crew. To have remained longer would have been sheer madness. As it was he returned to the flagship New York, and the heavy guns of the batteries.

Lieutenant Hobson and his men are now Spanish prisoners, as a flag of truce announced, and will be exchanged in due course of time; but that their mission was successful is beyond doubt. Ensign Powell distinctly saw the spars of the wrecked ship in the channel of the Merrimac. Lieutenant Hobson planted her at the very point where she had selected.

Cushing's heroic feat in blowing up the Confederate ram, Albemarle, is over-matched by Hobson's act, for Cushing's men crept up Albemarle's side at midnight and fell upon an unsuspecting foe. Hobson took his ship, over 300 feet long, into the harbor of Santiago de Cuba, and blew her up. Discovery at the end of his journey was inevitable, and death was almost certain.

No name, therefore, can be written higher than that of the hero of the Merrimac. Like Cushing's deed, Hobson's desperate undertaking was conceived by him who executed it.

When Rear Admiral Sampson joined Commodore Schley on Wednesday, the latter ascertained that the Merrimac would be impossible for the fleet to crawl into the harbor in which the Spanish fleet had taken refuge. The mines across the entrance and the heavy guns of the batteries made the mere contemplation of it an act of folly.

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No name, therefore, can be written higher than that of the hero of the Merrimac. Like Cushing's deed, Hobson's desperate undertaking was conceived by him who executed it.

When Rear Admiral Sampson joined Commodore Schley on Wednesday, the latter ascertained that the Merrimac would be impossible for the fleet to crawl into the harbor in which the Spanish fleet had taken refuge. The mines across the entrance and the heavy guns of the batteries made the mere contemplation of it an act of folly.

Commodore Schley was inclined to think the dynamite cruiser Vesuvius might be sent to blow up the Merrimac, but he 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.

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 official.

The spirit shown by the men and officers of the fleet in connection with the Merrimac expedition is really grand and beyond being merely expressed in words.

Under the leadership of a man imagine the immense feeling of satisfaction experienced when it comes to be known that Hobson and the crew of the Merrimac were safe. Later in the day a boat with a white flag, and his 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 the New York, where they are now understood to be confined.

Money and provisions were sent to the prisoners through Captain Oviedo, and it is believed Rear Admiral Sampson is taking the necessary to bring about their exchange.

The fleet to-night is in a state of delighted enthusiasm 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.

Cadet Powell, who was the last man to see Lieutenant Hobson before his start, and who had charge of the launch during his serious trip, after a much needed sleep told the story of his experience. He said: