

BATTLE IN DETAIL

Different Accounts of the Fight at Manila.

STOPPED FOR BREAKFAST

After Pouring Shells Into the Enemy's Ships the Americans Go to "Mess."

Work Finished Before Noon.

HOG KONG, May 8.—Among naval men, military men and civilians, Europeans and natives here today there is only one subject of discussion, the brilliant, annihilating victory of the American fleet over the Spanish fleet commanded by Admiral Montojo, in Manila Bay on last Sunday.

Owing to the fact that the cable between the Philippine Islands and the United States dispatch boat Hugh McCulloch arrived here yesterday, and business suddenly thrown upon the cable company necessarily made the earlier accounts of the engagement somewhat brief.

Commodore Dewey's orders were to capture or destroy the Spanish fleet, and never were orders executed in such a handsome fashion. At the end of seven hours there was absolutely nothing left of the Spanish fleet but a few relics.

The American commander had most carefully arranged every detail of the attack, and apparently most insignificant features were carried out with perfect punctuality and in railroad time-table order.

At the end of the action Commodore Dewey anchored his fleet in the bay before Manila and sent a message to the Governor General, General Augusti, announcing the inauguration of the blockade and stating that if a shot was fired against his ships he would open every battery about Manila.

The position occupied by the Spaniards, the report which they received from the land batteries and the big guns they had ashore gave them an enormous advantage. Therefore, when it is considered that the Spaniards lost over six hundred men in killed and wounded, that all their ships were destroyed, that fourteen were destroyed, and that their naval arsenal at Cavite was also destroyed with its defenses, it will become apparent that the victory of the American commander is one of the most complete and wonderful achievements in the history of naval warfare.

Not a man on board the American fleet was killed, not a ship was damaged to any extent, and only six men were injured slightly on board the Baltimore.

This grand achievement is quite as much the result of the generalship of Commodore Dewey as it is the result of the skill of the American gunners, ships and guns are superior to anything in the same line afloat anywhere.

Credit must also be given to the gallantry of the officers under Commodore Dewey, and the man they seconded their gallant commander in every way possible and thus helped to earn the laurels which so justly belong to him.

When the squadron left here it was touched first at a point in the Philippine Islands near Bohol, as Commodore Dewey wished the insurgent agents to disembark there and in the strength and disposition of the insurgent forces, arrange to prevent needless bloodshed and inform the insurgent government to form a government in the Philippines.

Insurgent leaders, however, refused to disembark under any consideration and the American ships coasted in search of a landing place. They failed to find them. Commodore Dewey arrived at Subig Bay, about thirty miles north of Manila Bay, on Saturday, April 30, and sent the Baltimore and Concord to Commodore Dewey's aid.

No Spanish ships at the entrance of the bay, and so the commander decided to risk the mines and proceed that same night, dark into the bay of Manila, which he did.

The order of battle taken up by the Spaniards was with all the small craft inside the stone and timber breakwater at Cavite, and the larger ships of Spain cruised off Cavite and Manila.

The Americans entered the Manila Bay on Saturday night with the greatest of ease. The Spaniards had not established a patrol and there was no search lights at the entrance of the bay. In fact, the American ships would probably have passed inside the bay without any challenge had it not been that some sparks from the tug McCulloch's funnel. Thereupon a few shots were exchanged with the batteries on Corregidor Island, but the fleet did not stop and soon took up a position near Cavite, awaiting dawn to commence hostilities.

The early hours of the morning revealed the opposing ships to each other and the Spaniards began to fire. The American fleet was followed by some of the larger Spanish warships, and Cavite battery opened up and then the Spanish vessels brought their guns into play. The American squadron, which had been led into the bay and through the channel by the flagship Olympia, did not reply, though the shells of the Spaniards began to strike the water around her. The ships moved majestically onward. When nearing Baker Bay a sudden upheaval of water a short distance ahead of the Olympia showed where the Spaniards had exploded a mine or torpedo. This was followed by a second or similar explosion. They were both utterly unsuccessful.

The American fleet was then drawing nearer and nearer to the Spaniards, whose gunnery was very poor, the shots from the Cavite batteries and from the Spanish ships being equally badly aimed, either falling short or passing wide of the mark. When the American fleet entered the bay, coming through the southern channel between Caballo and San Mateo, the following was their order:

The flagship Olympia, Baltimore, Raleigh, Concord, Boston, Petrel and McCulloch, with the two store ships, the Nashville and Zanesville, followed rear, and in that order they swept grandly before the city and faced the enemy in column line. Though the Spaniards had opened fire at six thousand yards, the Americans returned their fire until within four thousand yards of the enemy, when the real battle began.

The Reina Maria Christina, Castilla, Don Antonio de Ulloa, Isla de Cuba, Isla de Zuan and Miranda, were in line of battle outside of Cavite at that time with four gunboats and the torpedo boat Albatross.

The American ships then passed back and forward six times across the front of the Spaniards, pouring in upon the Spanish fleet a hail of shot and shell. Every American shot seemed to tell, while almost every Spanish shot missed the mark.

After having thus scattered the Spanish fleet and in the Spanish batteries, the American fleet retired for breakfast, and incidentally, a council of war was held on board the Olympia.

By this time the Spanish ships were in a desperate condition.

The flagship Reina Maria Christina was riddled with shot and shell, and she was believed to be sinking. She was certainly on fire, and soon afterwards they were burned to the water's edge.

The Don Antonio de Ulloa made a show of desperate bravery. When the commander found she was so torn by the American shells that he could not keep her afloat, he called her colors to the mast and she went down with all hands fighting to the last. Her hull was completely riddled and her upper deck had been swept clean by the awful fire of the American guns. But the Spaniards, though their vessel was sinking beneath them, continued working the guns on the lower deck until she sank.

During the engagement a Spanish torpedo boat crept along the shore and round the offing in an attempt to attack the American store ships, but she was destroyed by the American fleet as she approached and shot to pieces.

The Miranda in the meanwhile had been run ashore to save her from sinking. A Spanish small craft had sought shelter from the steel storm behind the breakwater.

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settle one hundred and forty men were killed and about the same number were wounded. Admiral Montojo transferred his flag to the Castilla, which was sunk shortly afterward by a storm of shot. At a quarter of eight the Olympia signalled to cease firing. The Spaniards were exhausted, having been at quarters since 10 o'clock on the previous night.

A conference of captains was held and it was found that not one had been killed, but that several had been slightly wounded by splinters. Two torpedoes were fired at the Olympia. The shells from her big guns were unable to strike so small an object but a hail of six-pound shells sunk the leading launch, all on board being killed. The other launch was beached with twelve shot holes, and the boat was covered with blood. Half an hour after noon, a white flag was hoisted at Cavite and the Spanish sailors deserted their ships, taking away the dead and the wounded.

At 10:30 P. M. the Olympia signalled to Manila with his two aides.

AN EFFECTIVE BLOCKADE. LONDON, May 9.—The Hong Kong correspondent of the Daily Chronicle says:

"Manila is helpless and surrounded by the insurgents. The blockade is effective. The Americans have occupied Corregidor Island and Commodore Dewey has exercised consummate judgment and rare ability in maintaining a distance at once effective for his fleet and deadly to the Spaniards."

LONDON, May 9.—Further particulars gleaned from the dispatches from Hong Kong show that the Spanish vessels are not having a very good time at a great disadvantage compared with the great mobility of Commodore Dewey's squadron. The latter arrived at the entrance of the bay in bright daylight, having no day of rest, and was positioned for a few hours until conditions were more favorable. One cruiser began firing was ordered to desist by the flag officer, Commodore Dewey, having the weightier business of finding the Spanish fleet on hand. There was very little breeze when the battle began and the ships were soon crowded and crowded. The flag officer judged how the fight was going on. The Spanish had only time to remove their wounded and dead from the burning hulks, leaving their entire personnel on board.

The only loss on the American side was of Chief Engineer Randall, of the McCulloch, who died of heat and apoplexy on the morning of the battle in the harbor. He was buried at sea.

When the McCulloch left Manila the fleet was maintaining a desultory but ineffective fire on the squadron. The city is said to be starving.

MEN WHO WERE WOUNDED. List of Those Injured on the Cruise Baltimore. (By Telegraph.)

WASHINGTON, May 8.—The New York Herald furnishes the following list of officers and men of the Baltimore wounded in the engagement with the Spanish fleet and the forts of Cavite last Sunday.

Unfortunately for the historian, the records of the Navy Department do not afford much data for as to the character of the officers and men of the United States navy, and it is possible to secure the official sources any information as to the personal qualities or peculiarities of the men.

The facts disclosed by the record as to these men are about as follows:

Lieutenant Frank York, of the King, was born in Waterbury, Conn., July 26, 1857. He was appointed a cadet midshipman and graduated from the naval academy in 1881. His first service was on the Portsmouth in 1882.

He became a lieutenant, junior grade, May 5, 1892. April 2, 1896, he received his commission as full lieutenant and attached to the Marion two years later.

He was promoted to lieutenant, senior grade, May 5, 1892. April 2, 1896, he received his commission as full lieutenant and attached to the Marion two years later.

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SHIPS UNDER FIRE

Vicksburg and Morrill Have a Close Call.

WERE LURED INTO A TRAP

Guns at the Forts Took Bad Aim and Missed Their Marks, Else Two Men-of-War Would Be Now Lying Near the Ill-Starred Maine.

(Copyright, 1898, by Associated Press.) KEY WEST, FLA., May 8.—Only poor marksmanship on the part of the Spanish gunners saved the Vicksburg and the cutter Morrill from destruction off Havana yesterday morning.

For over half an hour they were under the fire of the guns of the Santa Clara water batteries, but both escaped without material injury, although sharp shells from eight-inch guns exploded all around them and both now show the pitted scars of the Spanish bullets. The wily Spaniards had arranged a trap for the couple of our ships to the bottom. They baited it as a man would bait a trap. A small schooner was sent out from Havana harbor shortly before daylight yesterday morning to draw some of the Americans into the ambush.

The ruse worked like a charm. The Vicksburg and the Morrill, in the heat of the chase and in their contempt for the Spanish gunnery, without suspecting the trap that had been set for them, had the Spaniards possessed their souls in patience but five minutes longer, not even the bad gun practice would have saved them. This morning two more of our vessels would lie at the bottom, within two lengths of the wreck of the ill-starred Maine. Friday evening the Vicksburg and Morrill, doing so close work as to be fired upon by the big guns of the Cojimar batteries.

Two shots were fired at the Vicksburg and one at the Morrill, but both escaped. The Vicksburg, without returning the fire, steamed out of range. It would have been folly to have done otherwise.

But, yesterday morning the Spaniards had luck. The schooner, which had sent out before daylight ran off to the eastward, hugging the shore with the wind on her starboard quarter. About three miles east of the entrance of the harbor she came on the track of a large schooner, fringed the horizon and she was not discovered until three miles off the shore, when the Mayflower saw her out and signalled the Vicksburg and Morrill.

Captain Smith, of the Morrill, and Commander Lilly, of the Vicksburg, immediately slipped on all steam and instantly put about and ran for Morro Castle. On Monday morning, according to well conceived Spanish plot, lead the two American warships directly under the guns of the Santa Clara batteries. These works are a series of forts on the west side of the harbor, and are the most formidable part of the defenses of the harbor.

There are two batteries, one at the shore, which has recently been thrown up of sand and mortar with wide emplacements for eight-inch guns, and the other on the crest of the rocky eminence, which puts out into the water of the gulf at that point. The upper battery mounts, modern 10 and 12-inch guns, and being a long range, it is a parapet in front of which are twenty feet of earthwork and a belt of railroad iron. This battery is considered most formidable of Havana's defenses, except Morro Castle, and is masked and has not been absolutely located by the American ships. It is probably due to the fact that the Spaniards did not desire to expose its position, but it was a very close call.

Under the circumstances, the Vicksburg and Morrill were in a very close call. The Spanish skipper instantly brought his vessel about, but while she was still rolling in the sea, the Vicksburg and Morrill, seeing the danger, turned about and fired at the Spanish ship. The Spanish ship, however, came hurrying through the air from the water battery a mile and a half away. It passed over the Morrill between the two batteries, and the smoke stack and funnels were seen to be in the air, exploded less than 50 feet from the quarter. The small shot rattled against her side. It was a close call.

Two more shots followed in quick succession, both sharp. One burst close under the starboard gun, and the other engine room with the smoke of the explosion of the shell, and the other, like the first, passed over and exploded just behind the Vicksburg. The Spanish gunners had the range and their time was a very accurate set. The crews of both ships were at their guns. Lieutenant Craig, who was in charge of the bow four-inch gun of the Morrill, asked for and obtained permission to return the fire. At the first shot the Vicksburg, which was in the wake of the Morrill slightly in shore, sheered off and passed to windward under the Morrill's stern.

In the meantime Captain Smith put his helm hard to port and with the Morrill stood off. A solid eight-inch shot struck the starboard quarters and kicked up tons of water, and struck the waves one hundred yards away. Captain Smith said afterward that it was undoubtedly an eight-inch shot, passing through the armor, and the Vicksburg's boiler had not changed her course in the nick of time. All the guns of the water battery were now at the Vicksburg.

One of them cut the Jacob's ladder of the Vicksburg and another carried away a portion of the rigging. As the Morrill and the Vicksburg steamed away their after guns were used, but only a few shots were fired. Captain Smith's gun was elevated for four thousand yards and the Vicksburg fired three shots from her six-pounders. The Spaniards continued to fire until they had expended twenty minutes, but the shots were ineffective. Some of them were so wild that they missed the American "jacks" to jeers.

The Spaniards only ceased firing when the Morrill and Vicksburg were completely out of range. If all the Spanish gunners had been suffering from strabismus their practice could not have been much worse. The officers of both the Morrill and Vicksburg, however, their own recklessness caused the narrow escape of their vessels from destruction. They are firmly convinced that the pursuit of the schooner was a neatly planned trick which almost proved successful. If any one of the Spanish gunners had dropped a shell down the smoke stack of a vessel.

As soon as the ships sheered off, after the first fire, the Spanish gunners lost the range and their practice became ludicrous. If they had waited five minutes longer before opening fire, the Spanish gunners would have been well nigh impossible to have missed the target.

Later in the day the Morrill captured the Spanish schooner Espinosa bound for Havana and towed the prize to Key West.

On Friday the French schooner Frigate Daboudien, carrying thirty guns in the harbor of Havana, was captured by the Spanish fleet. She was stopped by the Spanish fleet and two salutes were fired by the Annapolis before she showed her flag.

ALONG THE WATER FRONT

ITEMS OF INTEREST GATHERED ABOUT THE FLEET.

Entrances and Clearances at the Custom House. List of Vessels Now in Port. Other Marine Items.

Weather Forecast (By Telegraph.)

WASHINGTON, May 8.—Forecast for Virginia—Fair Monday, preceded in the early morning by showers near the coast; warmer; northerly winds.

ARRIVALS AND DEPARTURES.

Vessels Arrived Yesterday.

Steamship Polyneia (Ger.), Hogdon, New Orleans.

Barge Myrtle Bell, Boston.

Barge A. W. Weston, Boston.

SUNDAY AT THE CAPITAL.

All of the Departments Busy Preparing for the War.

WASHINGTON, May 8.—Sunday was far from being a day of rest at the State, War and Navy Departments, and so many officials and clerks were engaged at their desks that one of the officers was compelled to remark apologetically: "We are not working on Sunday; this is simply an extension of the executive day of Saturday."

Secretary Long spent the day in his office going over mail and telegrams and consulting with the Assistant Secretary Adee, fully prepared for anything that might come by cable and require immediate action. In the Navy Department Colonel Roosevelt was at his desk, while the navigation bureau had almost a full force at work. The bureau of yards and docks was also open and Captain O'Neil, chief of the ordnance bureau, had a good deal of business to attend to. No work during the day by cable or otherwise. The department of the accounts received of the engagement at Manila, but the officials are perfecting all arrangements for the coming of Commodore Dewey the supplies and repair outfit he may need. If any news has been received from Admiral Sampson it was not of a character that could be made public without endangering the successful working of plans of the strategic line. It may be stated positively, however, that so far the department has heard nothing of an engagement between the fleet and the Spanish forces.

It is said by the officials that there will be nothing like the delay experienced in the case of the Philippines fight in hearing from Admiral Sampson in case of an engagement in the West Indies.

Without in anywise admitting that Porto Rico is Sampson's objective point, it is pointed out that even at the present time the retention of cable communication with the United States outside the world, there is an independent cable connection from St. Thomas that cannot come under Spanish control, running as it does, through the Channel of the Florida and the Spanish flying squadron outside of the official New York, which is partly armored, all the vessels with Admiral Sampson, with one exception, are full ironclads, and more over their armor being full nickel steel. Harvilland is superior to the armor of the Spanish cruisers in that it is equal in resisting power to twice the weight of the unhardened and older armor of the Spanish ships.

In the War Department both General Miles and Adjutant General Corbin were hard at work. There are good evidences of a change of plan for the capture of Santiago that cannot be disclosed at present, but which promises to be very acceptable to the thousands of people who are waiting for the capture of the city.

A lot of maps, copied with the greatest care, and being in readiness in the general's headquarters to be used to pin to maps in his own office, progress of the troops in Cuba, the busiest men in the War Department were pouring in today. Telegrams were pouring in from every part of the country, mostly in reference to the assembling of the great volunteer army now in progress in every state and territory of the union. The adjutant general is highly gratified with the splendid responses that have come to the President's call for volunteers and at the good work being done by the army gathering officers as evidenced by telegrams he was receiving from them.

ANXIOUS TO DO BATTLE.

American Seamen Eager For a Fight.

KEY WEST, FLA., May 8.—Cuba is still locked out by Uncle Sam's steel fence.

Two nations are still vis-a-vis every second of the clock, waiting for the unknown. On one side is an island full of hot chafing Spaniards, who occasionally expend their wrath in a few shots toward the enemy, only to be taken back like fractious children on the other side by the British fleet, men longing to open their guns and show the bad children what punishment awaits their incoercibility.

The zest accompanied by the capture of the big steamers during the first days of the war has vanished, and that the blockade is an established fact. Petty prizes are still taken and three easily to make the blockade interesting. They were the prizes of the Montgomery on Friday while bound from Buenos Ayres with a cargo of dried beef. Curiously enough, an American Seaman Scott, of Baltimore, was shanghaied by the Spaniards' crew at Buenos Ayres, and he was glad to get back in American hands, even in a prisoner. He was in the Confederate army during the civil war.

The Espana, a little fishing sloop, was taken by the Morrill about three miles off Morro. The fishery taken was the Padre de Dios, laden with fish. She was captured by the Newport off Mariel yesterday and was brought in by a petty officer and a prize crew.

Considerable indignation is expressed here over the story lately sent north of yellow fever on the Nashville contract. The Spanish prize Argonota, Commander Furber, of the Naval Board, as well as the captain and officers of the Nashville, brand it as a falsehood.

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WAR OR NO WAR

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