

The Newberry Herald and News.

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WE WHIPPED THEM AT MANILLA!

BUT THE EXTENT OF THE VICTORY IS VERY MUCH IN DOUBT.

This Much is Certain: We Burned the Flag Ship, We Blew up the Don Juan De Austria, We Burned the Cruiser Castilla—The Other Spanish Ships Were Forced to Retire, and Some Were Sunk—The Mindanao and Ulloa Were Badly Damaged.

Madrid, May 1.—The following is the text of the official dispatch from the Governor General of the Philippines to the minister of war, Lieutenant General Corron, as to the engagement off Manila:

"Last night, April 30, the batteries at the entrance to the fort announced the arrival of the enemy's squadron, forcing a passage under the obscurity of the night. At day-break the enemy took up positions, opening with a strong fire against Fort Cavite and the arsenal.

"Our fleet engaged the enemy in a brilliant combat, protected by the Cavite and Manila forts. They obliged the enemy with heavy losses to manoeuvre repeatedly.

"At 9 o'clock the American squadron took refuge behind the foreign merchant shipping on the east side of the bay.

"Our fleet, considering the enemy's superiority, naturally suffered a severe loss. The Maria Christina is on fire and another ship, believed to be the Don Juan De Austria, was blown up.

"There was considerable loss of life, Capt. Cadarzo, commanding the Maria Christina, is among the killed. I cannot now give further details. The spirit of the army, navy and volunteers is excellent."

Madrid, May 1.—Midnight—An official telegram received at a late hour from the Governor General of the Philippines says: "Admiral Montojo has transferred his flag to the cruiser Isla De Cuba from the cruiser Reina Maria Christina. The Reina Maria Christina was completely burned, as was also the cruiser Castilla, the other ships having to retire from the combat and some being sunk to avoid their falling into the hands of the enemy."

Madrid, May 1.—Midnight—El Heraldo De Madrid says that Admiral Montojo changed his flagship during the engagement or between the two encounters in order to better direct the manoeuvres. In this way he escaped the fate of the commander of Reina Maria Christina.

The second engagement, according to El Heraldo, was apparently begun by the Americans, after landing their wounded on the west side of the bay. In the latter engagement the Spanish Mindanao and Ulloa suffered heavily.

Ministers speak of "serious but honorable losses."

EFFECT OF THE NEWS IN MADRID.
Madrid, May 1, 11.30 p. m.—The town is greatly excited by the serious news from the Philippines, and there is an immense gathering in the Calle De Sevilla. The civil guards on horseback were called out to preserve order and all precautions have been taken. There is much muttering, but up to the present nothing more serious has occurred.

LIST OF VESSELS ENGAGED.
Washington, May 1.—The following is a list of the two fleets engaged:

The United States ships: Olympia, first-class, protected cruiser, 5,800 tons; launched 1892, speed 21 knots, battery, four 8-inch rifles, ten 5-inch rapid-fire guns, fourteen 6-pounders, six 1-pounders and four machine guns.

Baltimore, second-rate, 4,600 tons, speed 20.6 knots; battery, four 8-inch, six 6-inch rifles, four 6-pounders, rapid fire, two 2-pounders, two 1-pounders, two 1.8-inch, two 1.4-inch and two machine guns.

Boston, second-rate, 3,189 tons, speed 15 knots; battery, two 8-inch, six 6-inch rifles, two 6-pounder rapid-fire, two 3-pounders, two 1-pounders, two 1-point inch, two 4-point and two machine guns.

Raleigh, second-class, speed 19

knots, battery, one 6 inch and ten 5 inch rapid-fire rifles, eight 6-pounders, four 1-pounders and two machine guns.

Concord, third-rate, 1,700 tons, speed 17 knots; battery, six 6-inch, two 6-pounders, rapid fire, two 3-pounders, one 1 pounder and four machine guns.

Petrol, fourth rate, 890, speed 13 knots; battery, four 6-inch guns, two 3-pounder rapid fire, one 1-pounder and 4 machine guns.

McCalloch, revenue cutter.
Nanshan, collier.
Zafiro, supply vessel.

THE SPANISH FLEET.

Reina Maria Christina, 3,520 tons, built 1886, speed 17 knots; battery, 6 6.2 inch Hontoria guns, two 2.7-inch and three 2.2-inch rapid-fire rifles, six 1.4-inch and two machine guns.

Castilla, 3,342 tons, built 1881; battery, four 5.9-inch, Krupp rifles, two 4.7-inch, two 3.3-inch, four 2.5-inch rapid fire and two machine guns.

Velasco, 1,152 tons; battery, 3.50-inch Armstrong rifles, two 2.7-inch Hontorias and two machine guns.

Don Antonio De Ulloa and Don Juan De Austria, each 1,130 tons, speed 14 knots; battery, four 4.7-inch Hontorias, two 2.2 inch rapid fire, two 1.5-inch and two machine guns.

Gen. Lezo and El Cano, gun, gun vessels, 524 tons, built 1885, speed 11.5 knots. The Gen. Leza has two Hontoria rifles of 4.7-inch calibre, one 3.5-inch, two small rapid-fire and one machine gun; the El Cano, three two 4.7-inch guns, two small rapid-fire and two machine guns.

Marques Del Duero, dispatch boat 500 tons, one smooth bore, 6.3-inch calibre; two 4.7-inch and one machine gun.

Isla De Cuba and the Isla De Luzon are both small gunboats. They are of 1,030 tons displacement and carry four 4.7-inch Hontorias, two small guns and two machine guns.

Isla De Mindanao, Compania Trans Atlantica, of Cadiz, armed as cruiser, length 376.5, beam 42.3, gross tons 3,195, speed 13 1/2

SOME LONDON COMMENTS.

London, May 1.—While it is quite clear that the Spanish squadron has suffered a crushing defeat, the dispatches leave unclear the intensely interesting question whether the American squadron has suffered material damage.

All news thus far comes from Spanish sources, but it seems evident that Commodore Dewey has not captured Manila. Unless he is able to make another attack and capture the town he will be in an awkward position, having no base upon which to retire and to refit.

Probably, therefore, the United States squadron will be obliged to make for San Francisco, as the entrance to Manila Bay was heavily lined with torpedoes. Commodore Dewey displayed great pluck and daring in making for the inner harbor. According to private advices received from Madrid, the United States cruisers Olympia, Raleigh and two other vessels, the names of which are not given, entered the harbor.

No dispatches give details as to the vessels actually engaged on either side.

It appears to be incorrect that the American ships finally anchored behind the merchantmen on the east side of the bay. It should be the west side.

Probabilities point in the direction of the second engagement having occurred through the Spaniards trying to prevent the landing of the American wounded.

London, May 2.—Reliable details cannot be had until Commodore Dewey's squadron is able to communicate with Hong Kong. There is however, a sufficient frankness about the Spanish dispatches that savors of a desire to break unpleasant news to the Spaniards. It is not unlikely, therefore, that Commodore Dewey may be able to renew the attack.

Thirty-five years ago a generation that is now long dead, suffered from the same disease as the Spaniards. It was cured by using three boxes of Dr. Williams' Pink Pills for Pale People. W. E. Peckham.

HE WILL ASSEMBLE THEM IN COLUMBIA

THE GOVERNOR WILL ORDER TROOPS TO MOVE ON TUESDAY.

Two Colonels Report "Ready" Gov. Ellerbe Selects Hyatt Park Near the City for the Location of the Camp—The War News.

[The State, 1st.]

On Tuesday next the troops composing the South Carolina quota of the volunteers called for by the President will begin to roll into Columbia, becoming very soon thereafter regularly enlisted soldiers in the United States army. There is no longer any real doubt as to where the troops are to be assembled. Governor Ellerbe has determined to bring them here and has selected Hyatt park, or rather an excellent field in the immediate vicinity of the park, as the point for the pitching of the tents and the establishment of the camp. There is practically no doubt that the troops will remain here after they are mustered in until the government sees fit to order them either to the front or the general point of mobilization of southern troops, which is expected to be either Chickamauga, Atlanta or Richmond, if Columbia does not put in her claim and get in on the band wagon. In this whole section of the south no better place for assembling of the troops could be found than selected. It is one of the highest points in central South Carolina, the ground is well drained, there are two mineral springs in close proximity to the camp ground, and it is only two miles from the city, being reached by electric car line and by a macadam road. Messrs. Hyatt, Marshall and other property holders there have offered the governor everything that will be needed. All baggage, equipments, etc. will be carried to the camp free of charge by the electric company.

It was known yesterday morning that this city had been practically agreed upon at last as the rendezvous for the volunteers from this State, and that the war department had intimated that it would make the necessary change in its orders, but Governor Ellerbe would not go that far in what he had to say about it. It was about 1 o'clock when he made this announcement: "The South Carolina volunteer troops will be assembled at Hyatt park, near Columbia, to be mustered into the United States service."

TO MOVE THEM TUESDAY.

Then the governor made the equally important announcement that he would order what companies are ready to report here on Tuesday morning next, the others following as soon thereafter as possible. So it is settled that it will be Tuesday before any of the commands reach Columbia.

THE FIRST TO SAY "READY."

The first colonel to make the unqualified report that the companies which were to be furnished by his regiment are ready awaiting the orders of the commander-in-chief is Col. J. G. Wardlaw. Here is the official report received from him yesterday, in accordance with the plan agreed upon at the recent council of war:

Gaffney, S. C., April 30.

W. H. Ellerbe, Governor, Columbia, S. C.:
Sovereign organizations volunteered have selected Abbeville, Newberry and Union companies. Awaiting orders.

J. G. WARDLAW, Colonel.

Nothing further was heard from Col. Boyd yesterday.

Col. Claffey wired this:
W. H. Ellerbe, Governor, Columbia, S. C.:
One company asked for more time. Give me limit.

R. M. CLAFFEY, Colonel.

Governor Ellerbe wired back that he would like to have the final report as to what Col. Claffey's regiment will do by Monday next.

HALF THE QUOTA RAISED.

Thus far by reports to the governor or to the colonels, it is seen that eight out of sixteen companies want-

ed—exclusive of the heavy battery of artillery—have been practically secured and will be ready by tomorrow or next day to take the field.

Up to last night nothing had been heard from General Anderson as to the securing of the men for the heavy battery or artillery; neither had anything been heard from Colonel Auld or from General Stopplebein as to the company of cavalry that proposes to ride shanks mare to the front in the infantry. Gov. Ellerbe has no doubt that the full quota for this State will be ready to be mustered in on Tuesday and Wednesday.

WATTS MOVES ON WASHINGTON.

Governor Ellerbe is going right ahead with the arrangements for the assembling of the troops. Yesterday afternoon he sent Adjutant General Watts to Washington to look after the securing of the necessary tents and equipments for the full quota of South Carolina volunteers. General Watts left via the Southern.

THIS STATE'S "GRAND OLD MAN."

During yesterday General Wade Hampton, the most noted soldier in the State, called at the executive office and paid his respects to the governor. What he had to say to the commander-in-chief is not known. The gallant old soldier rode up to the front of the capitol on a spirited horse; when he had finished his business the general again mounted his horse and rode up Main street. It is the first time General Hampton has been seen about the State House in many a day.

A LUCKY CAROLINIAN.

Yesterday morning Secretary of State Tompkins received a dispatch from one high in authority asking if his son, Mr. F. G. Tompkins, would accept a commission as lieutenant with staff appointment in the United States army. It is needless to state the character of the reply. This is the young man, the Clemson captain, who recently issued the call, looking to the formation of a battalion or company of Clemson cadets. He has been very anxious to get a chance to move to the front. His friends are congratulating him.

A gentleman who was in the city yesterday stated that the ensign of the battleship Oregon was a South Carolinian, a Rock Hill man, and his friends were anxiously awaiting the receipt of some news from the ship. Today's advices will reassure them.

Johnson's Chill and Fever Tonic Cures Fever In One Day.

PORTUGAL NEUTRAL DECREE IS ISSUED.

Notice That This Government is Allied With Spain in Present War Proves by Official Proclamation to be Without Foundation.

Lisbon, April 29.—The Official Gazette today publishes the neutral decree of Portugal in the war between Spain and the United States. It is similar to the decree issued at the time of the outbreak of the Franco-Prussian war and contains six articles.

1. Forbids the equipment of privateers in Portuguese waters.
2. Forbids the entry of privateers into Portuguese waters.
3. Permits belligerents to make a short stay at Portuguese ports.
4. Defines legitimate trade as regards belligerents and forbids trading in goods which may be considered contraband of war.
5. Warns Portuguese and foreigners in Portugal against actions contrary to the security of the state.
6. Refuses protection to any infringers of the decree.

Death Dwells in Torpedo Boats

DANGER TO THEIR CREWS IN LIGHT OF PAST HISTORY.

Famous Confederate Craft—Story of Sinking of a Submarine Boat in Charleston Harbor in 1863—Her Tragic Ending.

(Chicago Record.)

The naval officer who remarked that the erection of a monument to the memory of the officers and crew of the dynamite cruiser Vesuvius would be in order just as soon as that vessel went into action, spoke with a full understanding of the probabilities attending the first engagement between the war ships of the United States and Spain. He might have included the heroes who will form the crews of the torpedo boats, the torpedo boat destroyers, and even the armored cruisers and battleships. Their chances of life will be but a trifle better than those of the men on the Vesuvius. One well-directed shell aimed at this floating magazine of dynamite means instant annihilation. One round from a rapid-fire gun has but to strike a torpedo boat in the right place to send her to the bottom. One torpedo, as has been demonstrated in the harbor of Havana, can tear into fragments the most formidable battleship afloat.

In the days when iron and steel had not supplanted oak in the construction of fighting ships, when long tons, carronades and ten pounders were the equivalents of breeching loading rifles and machine guns, when a full broadside at close quarters lacked the destructiveness of a single projectile from a high power rifle over a range of four miles, the sailor felt that as long as his ship floated he had a chance of reaching dry land as his enemy. He had an abiding faith in the specific gravity of the wood, and counted on finding a piece of his ship for a life preserver if the fight went the wrong way. Today he is in much the same fix as the man who went sailing in a sieve before he learned to swim.

There was never a hope so forlorn, however, that a leader was lacking, and no leader ever failed to find those who would follow him. Today the navy is being recruited as rapidly as possible with men who are of too high intelligence not to know the perils before them. A certain proportion of the men will be assigned to the torpedo boats, a branch of the service which has been recognized as the most hazardous of all, making an exception in favor of any actual work that may be attempted with such new fangled ideas as the Holland and Raddatz submarine torpedo boats. Moral courage of the highest order will be required of every officer and enlisted man when the call of duty takes him into an engagement with any of these deadly engines as his weapons of attack.

Experience has demonstrated that the torpedo boat, whether operated above or below the water, is as much of a menace to the life of its crew as it is to the ship it attacks. It may run the gauntlet of the machine guns under cover of darkness and deliver a fatal blow against the armored side of the battleship, but the chances are as one in a hundred that the explosion which sinks the big ship will destroy the frail little boat and its crew. The submarine torpedo boat is an unknown quantity in actual warfare, unless its worth is estimated by the results attending repeated trials of similar boats during the civil war.

Recent trials of the Holland submarine boat seem to have proved her an easily managed craft, capable of diving and coming to the surface at will of the operator. Whether this fish like machine will behave so nicely in time of war remains to be seen. It is to be hoped that she will establish a better record than the submarine boat constructed by the Confederates in 1863. Naval officers have expressed grave doubts whether the Holland will ever accomplish anything but the destruction of her crew just as the Confederate boat did repeatedly in the attempts to use

her against Union ships. And thereby hangs a story of heroic daring equal to any record in the history of the American army.

In the fall of 1863 a tiny, half-submerged torpedo boat attacked the fine new Union war vessel, New Ironsides, as she lay at anchor in the Charleston harbor. The attack was successful, in that the torpedo exploded three feet under the water against the side of the New Ironsides, but the force of the explosion was not great enough to do any other damage than partially sink the little boat and make possible the capture of her commanding officer. Encouraged by this trial the Confederates constructed another boat at Mobile the same year after plans providing for her use beneath the water. She was constructed of boiler iron, her lines approaching those of the Holland boat very closely. She was thirty-five feet long and carried a crew of nine men. Eight of these worked a hand propeller, while the other steered the boat and regulated her movements below the surface of the water. She could be submerged to any depth desired or propelled on the surface, and in still water could easily attain a speed of four knots an hour.

Several successful experiments were conducted in the harbor at Mobile, and then one day the boat failed to come to the top of the water. She was raised and the bodies of her crew were given a more fitting burial. Then she was towed to the Charleston harbor and put into service. She was designed to approach a vessel at anchor, dive under her keel while dragging a floating torpedo, and thus bring the torpedo against the side or bottom of the vessel. The first night set for an attack resulted in death for the nine men composing the crew of the boat. She was lying at the wharf when a passing steamer swamped her by the wash following.

Once again she was raised and tied up to the Fort Sumter wharf. Once again she sank, and six men went down with her. Again she was brought to the surface, and after being thoroughly repaired was replaced in charge of a lieutenant and eight more men for trial in the Stono river. She behaved splendidly for a day or two, and then dived to the bottom and stuck her nose in the mud. For the fourth time the Confederates raised the ill-fated craft and resumed again the experiments in the Charleston harbor. The trials were successful until an attempt was made to dive under a vessel at anchor, when she fouled a cable and became a coffin again for her crew.

With a faith in the future of the boat that could not be shaken the Confederates raised her again. A brave lieutenant asked permission of Gen. Beauregard to attack the Housatonic, new war vessel lying in the harbor. Consent was given, with the condition that the boat should work upon the surface with a spar torpedo, and that the crew should be composed of volunteers. The attack was made on the night of Feb. 17, 1864. When within 100 yards of Housatonic the torpedo boat was discovered by a deck officer. He was slow in giving the alarm, and the delay in slipping her cable and starting her engines was fatal.

While all hands were being called to quarters and confusion reigned supreme on the war vessel the little boat exploded her torpedo against the side of the bulky foe and knocked a hole in her below the water line. Four minutes later and the Housatonic was resting on the bottom of the harbor, a total wreck. Five of her crew were killed, either by the shock or by drowning, and the others were rescued from the rigging. What became of the torpedo boat? She was never seen again. She was either swamped by the immense column of water thrown into the air by the explosion or she was carried down by the suction created by the sinking war vessel.

It is a great leap from the old-fashioned story of the little boat known as the Housatonic to the little boat known as the Housatonic. They are constipation, a sick headache, a bad biliousness. W. E. Peckham.

THE WAR PROGRAMME.

THE PLAN DETERMINED UPON IN WASHINGTON.

Early Invasion of Cuba and Opening of a Cuban Port to American Ships Is One of the Features—Sending Troops to Tampa.

Washington, D. C., April 29.—It is stated on the highest authority that as the newly formed preparations for actual hostilities stand they contemplate these operations:

1. The opening of ingress to Cuba for the relief ship which is to carry supplies to the reconcentrados in Cuba and the co-operation of the United States naval forces with those of the Cuban forces. This invasion which is to be conducted purely as a relief expedition, may land at Matanzas. The Sampson squadron is to be urged to make way for and to protect the relief expeditions.

2. The preventing of the Spanish fleet now at Manila, in the Philippines, from joining forces with the Spanish fleets at Cape Verde Islands and in Cuban waters. The instructions to Commander Dewey are not to shell Manila unless the fortifications assail the American fleet. A rigid blockade, similar to that established at Havana, is to be enforced against Manila. Engagements, if any occur, will be precipitated by the Spaniards' fleet under command of Admiral Montojo.

3. The flying squadron is to be held at Fort Monroe as a reserve fleet, but is to be drawn upon, if necessary, to protect unfortified cities. The squadron may reinforce the Sampson squadron. This is the original plan mapped out more than three weeks ago by Assistant Secretary of Navy Roosevelt.

4. The guarding of the approaches to cities on the north and middle Atlantic coasts by regular warships and auxiliary cruisers. The original plan contemplated the performance of this duty by vessels manned by naval reserves, but a change was compelled by advices of the sailing of a Spanish fleet from Cadiz with instructions to bombard unprotected cities of the northern Atlantic coast. Hence, the dispatching today of the auxiliary cruisers New Orleans and San Francisco to guard approaches to the Massachusetts and New York coasts.

5. Hurred preparations for the transportation of the land forces now at Chickamauga to either Tampa or New Orleans for embarkation to Cuba. These orders are now being issued and it is expected that General Miles will leave Washington on Sunday to assume actual command of the land forces.

6. The maintenance of the State militia forces which have reported "ready" in advanced organized condition, with the view of calling them to follow the regular army forces now mobilized at Chickamauga.

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For information concerning Hot Springs address C. F. Cooley, Manager Business Men's League, Hot Springs, Ark.

For reduced excursion tickets and particulars of the trip see local agent or address W. A. Turk, Gen'l. Pass. Agent, Southern Ry., Washington, D. C.

A war poem by Rudyard Kipling—a poem of torpedoes and torpedo boats—will be one of the features of McClure's Magazine for May.