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FREELAND, PA., JULY 14, 1898

SUMMARY OF THE NEWS.

Various steamboat companies of New York have made joint application to the Secretary of War to have the mines removed from New York Harbor, now that the danger from Spanish warships has practically ceased. Secretary Alger has refused to take any immediate action in this matter. General Shafter's complete report of the two days' fighting at Santiago shows that twenty-two officers and 208 men were killed, and eighty-one officers and 1,203 men were wounded. Seventy-nine privates are missing. It is reported that there is intense feeling between Admiral Sampson and Commodore Schley, and that the latter was forbidden to cable to Washington his report of the destruction of Admiral Cervera's fleet. The story that a Spanish privateer is lying in wait for the gold fleet from the Yukon seems to have some foundation besides mere rumor. The first gold from the Klondike this year reached San Francisco early Sunday morning. It was brought by a party of twenty miners who arrived on the schooner Hattie I. Phillips. Commissioner General Egan has completed his plans for a systematic method of feeding both the American army in Cuba and the starving inhabitants of the island. The Government has bought the Altan liner Rumanian, and practically closed negotiations for the purchase of the Chester of the International Navigation Company. President McKinley has received official information that the Pope is trying to induce Spain to assent to an armistice for ten days. It is reported that there is an average of fifteen deaths a day from starvation among the Spanish troops in the city of Guantanamo. General Merritt will declare Manila open to commerce on his arrival in the Philippines, and put into operation a new American tariff. Expecting Santiago to fall, the Administration is hurrying plans for the Porto Rican expedition, which General Miles will lead. General Howard Carroll has been ordered by Governor Black of New York to recruit three new batteries of artillery. The first American newspaper published on Cuban soil—the Cuban edition of the New York Journal—was issued Sunday. Machines to Build Earthworks. Washington, July 13.—The United States engineering corps has a number of immense machines which it proposes sending into Cuba when the time comes for beginning an advance on Havana. These machines will be used in the construction of earthworks, hitherto thrown up by soldiers armed with shovels. A team of six heavy draught animals hitched to one of these giant ploughs will take off several feet of surface earth at one scoop, the depth depending upon the angle of the blade. One of these in a single night, by making several trips over the same line will be capable of throwing up a trench sufficient to protect an entire army, while several following one another might accomplish the same work in a few hours. These machines resemble giant road ploughs with blades concave rather than flat, and turned to a sharp angle like that of a hoe. These same machines will be used in Cuba for the rapid perfection of military roads into Havana and other strategic points. The interior thoroughfares of the island will be in an impassable condition throughout the dreary rainy season and rapid movement of troops will, of course, be impossible unless a smooth surface of stone is substituted for that of liquid mud.



TWO SHIPS MAY BE SAVED

Maria Teresa and Cristobal Colon to Be Made U. S. Men-of-War.

SAYS BOARD OF SURVEY

Which Also Recommends That Wood Be No Longer Used Aboard Our Warships.

Vessels of Cervera's Squadron Litter the Cuban Coast Making a Scene of Desolation, Ruin and Horror—Spaniards Said to Have Looted Some of the Ships—Boilers, Engines and Magazines in Many Cases Are Unrecognizable.

Playa del Este, July 14.—The board of survey which has examined the wrecked ships of Admiral Cervera's squadron reports that the Maria Teresa and Cristobal Colon may be saved and made serviceable to our navy if prompt action is taken. The board made a three days' examination of the Spanish ships. The cruisers Vizcaya and Almirante Oquendo and the torpedo boats Pluton and Furor are utter wrecks. The main batteries of all the ships can be saved. The board has made four important recommendations, namely, that no wood should be used in the construction of warships; that no torpedoes should be carried on fighting vessels; that the rapid fire batteries on battleships are of supreme importance and that the fire of the main battery should be below the protective deck. Sixty-one shell holes were found in the hull of the Almirante Oquendo, twenty-four in the Vizcaya, thirty-three in the Maria Teresa and eight in that of the Cristobal Colon. The Vizcaya was blown up by her own torpedoes.

Off Santiago, July 13.—The vessels which composed Admiral Cervera's squadron, converted into wrecked channel houses, are littering the Cuban coast and the scenes of desolation, ruin, horror and death presented by these at one time formidable steel vessels baffle description. At the entrance of the harbor of Santiago the Reina Mercedes sunk at midnight on July 3. Westward, five miles from the harbor, is a torpedo boat destroyer, stuck fast in the rocks, close in shore, and battered by the surf. Rocks jutting out of the water just in front of where she lies, hide her hull from view. Her davits and the top of her conning tower alone mark her resting place. Visible from the sea a few miles further in an inlet, embraced by two mighty arms of black rocks that extend half a mile into the sea, are the remains of the twin cruisers Infanta Maria Teresa and Almirante Oquendo, formerly the pride of the Spanish navy.

Further up lies the Vizcaya, a mass of ruins, and forty-two miles away from Santiago de Cuba the Cristobal Colon is helpless on her side, with her smoke stacks under water. The Infanta Maria Teresa and the Almirante Oquendo stand upright, stuck fast on the rocky shoals. All that is left of them is their outer hulls, the heavy armor defying total annihilation. Inside of them the work of destruction is complete. Their boilers, engines, bunkers and magazines have been blown into unrecognizable masses of metal twisted from shape. Shells, burned rifles and revolvers, pieces of yellow brass work and gold and silver coin, melted by the intense heat, are strewn all over the remains of the once proud armored cruisers. Attention has been given to the burial of the dead of the enemy, and more than one hundred bodies taken from the ships or washed ashore have been interred upon the beach by Rear Admiral Sampson's orders. Those which now remain are either almost totally consumed by fire, charred beyond recognition or lie in the depths of the sea. Boats' crews from the Texas went to the wrecks of the Almirante Oquendo and Infanta Maria Teresa. Commodore Schley saw some Spaniards on board of them and thought our men had taken their arms, but they would not wait. When they neared the ships they saw the Spaniards leaping off and swimming ashore. Not a shot was fired, however. Probably the Spaniards had been looting.

Hospital Train in C. Hillson. Washington, July 13.—The surgeon general of the army received a dispatch Monday informing him that the hospital train bearing the wounded soldiers from Tampa had met with an accident. The train was in a rear end collision, but, although some damage was done, none of the soldiers was hurt. The accident occurred between Tampa and Atlanta, at a place called High Springs. The train had taken on prisoners from the Cherokee, which arrived at Tampa on Saturday from Santiago, and was carrying them to Fort McPherson, near Atlanta. The accident occurred at 8 o'clock in the morning. Fatal Powder Mill Explosion. Pompton Lakes, N. J., July 14.—At least seven men were killed by an explosion at the works of the Luffin Land Powder Company here shortly before 11 o'clock Tuesday morning. Fire was started by the explosion and a large part of the works destroyed. The disaster is known to have been caused by the blowing up of a new boiler in one of the buildings of the plant. The flames spread so rapidly that all hope of saving two of the buildings was given up.

Bought By the Government. Berlin, July 12.—The new British steamer Monmouth, which arrived at Bremen on July 1, from New Orleans, has been sold to the United States. The crew has been dismissed. The response to the President's proclamation calling for thanksgiving services for victories achieved over Spain, and prayers for peace, was universal.

Peace Talk in Madrid. Widely Discussed by the Newspapers in the Spanish Capital. Madrid, July 14.—The possibility of peace with the United States is being widely discussed in the newspapers and by the public. The conservative papers declare Spain is prepared to accept peace, provided it implies only the loss of Cuba. But, they add, Spain would prefer war to a truce if the United States claims Porto Rico, the Philippine Islands or an immense indemnity which would be impossible for Spain to pay.

Philippine Intelligence. Madrid, July 14.—An official despatch from Iloilo, Philippine Islands, says Aguinaldo, the insurgent leader, is "patrolling the coast with a squadron of merchantmen." The despatch adds that two bands of insurgents at Cebu have been routed, and that three insurgent leaders have been captured and shot. In conclusion, the official despatch announces that there is no news from other parts of the islands. Prize Money for Sampson's Men. Washington, July 14.—On the basis of a calculation made on reports already received as to the work of the various vessels of Sampson's fleet in the capture and destruction of Cervera's ships, it is unofficially estimated that Admiral Sampson will receive \$100,000 in prize money, Commodore Schley \$4,000, and the captains of the ships engaged in the fight each \$2,500. The amount that will go to the sailors cannot yet be even approximately estimated, but will possibly be as low as \$25 to each man. It will probably be necessary for Congress to appropriate the money. The Navy Department has already begun the work of making up the estimates of Dewey's prize captures at Manila.

PEACE TALK IN MADRID

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Fourth Philippine Expedition. San Francisco, July 14.—The fourth expedition to the Philippines will number 1,750. With Major General Otis will sail Brigadier General Hughes, Chief of the Department of the Pacific, Lieutenant Colonel Barry, assistant adjutant general; Major Mallory, inspector general; Charles McClure, judge advocate; First Lieutenant Sladen, aide. The remaining members of the staff will go to Manila next week on the City of Rio Janeiro and join him on that vessel on its arrival at Honolulu. They are Captain I. B. Mofford, assistant adjutant general; Captain C. A. Devoal, assistant quartermaster; Captain C. C. Walcutt, assistant quartermaster.

War Telegrams. Washington, July 14.—There are indications that the Administration intends to start an expedition to Porto Rico in the very near future. A number of transports are being collected near Tampa, and there is authority in the War Department for the statement that the Government intends to embark troops from that port for Porto Rico at the moment news is received of the fall of Santiago. San Francisco, July 13.—The first torpedo destroyer built in the United States will be launched soon at the Union Iron Works. She will bear the name of Farragut and will be christened by Miss Betty Ashe, niece of Admiral Farragut.

The Farragut's speed is thirty knots and she will carry two torpedo tubes and a battery of six-pounders. Commandant Casey, of the League Island Navy Yard, has issued orders to the workmen of the yard to prepare to receive the big auxiliary cruiser St. Louis, which is expected to arrive here in a few days. Some necessary preparations are to be made to the St. Louis, and quite a number of guns are to be put in position on her decks. Washington, July 13.—Rear Admiral Henry Erben was detached from the command of the coast defence fleet on Monday. He will return to the retired list, from which he was called shortly after the war began. While in active service Admiral Erben received full sea pay, which was \$8,000 a year. His retired pay is \$4,500.

Madrid, July 14.—The consensus of opinion in the best informed circles here is that the Spanish Volunteers in Cuba constitute the chief obstacle in the way of peace. Although these men are half fed, they are determined to fight to the last. Fortress Monroe, July 13.—The cruiser Cincinnati, which for a month past has been undergoing repairs at the Norfolk navy yard, left her berth there at 5 o'clock Sunday evening and dropped down to Hampton Roads. Another small vessel has been added to the list of prizes captured by the blockading fleet off Cuba. The ship was, flying the English flag, arrived at Key West Tuesday morning in charge of prize crew. Miami, Fla., July 13.—There was great excitement here Sunday night because of an armed conflict between a detachment of the Second Texas and a number of negroes.

DESTROYED AT SEA.

Clyde Liner Delaware Burned But All Lives Were Saved. New York, July 14.—The Clyde Liner steamship Delaware, Capt. Ingram, for Charleston and Jacksonville, was destroyed by fire Friday off the New Jersey coast and beached near Barnegat. The twenty-nine passengers and the forty-one members of the crew were saved. They left the burning vessel in boats and on life rafts and were picked up by men of the Cedar Creek life saving station and the fishing smack S. P. Miller. The life saving crew took them to the station where they remained for an hour, when they were transferred to the seagoing tug Ocean Queen and brought to this city. The captain and twelve of his men remained at Barnegat.

The Delaware left pier 29, East River, Thursday at 3 P. M. The majority of her cabin passengers were bound for Jacksonville. Her hold was filled with a miscellaneous cargo, of which it was said provisions and supplies for the United States Army in the South formed part. No more splendid example of discipline and courage is on record than that displayed by the crew of the Delaware. Absolute order was maintained on the American ship from the moment when the fire was discovered until the captain, having seen the last of the passengers and crew safe in the boats, lowered himself over the side to a raft when it was no longer possible to remain on the burning ship.

Not a man left the ship until all the women were safe in the first boat, with the exception of a young bride, who refused to be separated from her husband, and the stewardess, who, after providing all the women passengers with life preservers and animating them with the example of her courage, declared that she would stand by the officers and crew, and insisted on the privilege of being the last woman to leave the ship. She was Miss Helen C. Hills, of 102 West Fifty-sixth street, and all the passengers unite in declaring that a braver woman never went to sea.



SEIGE GUN BEFORE SANTIAGO.

Rockefeller Assesses. Tarrytown, N. Y., July 12.—Although the assessment roll for 1898 is not yet open for inspection, it is known that the Rockefeller assessment has been increased. As assessed, Michael Martin has assessed Mr. Rockefeller, in addition to last year's assessment, which was over \$2,000,000, \$1,500 for a new greenhouse, which was built this year, and for 164 acres in the town of Ossining. The Rockefellers will contest these assessments, as they have the previous ones.

Singular Accident. Elkhardt, Ind., July 13.—The limited mail on the Lake Shore, due at Chicago at 7:50 o'clock, had a miraculous escape near Brimfield Monday morning. The crank pin on the engine broke, and one driving wheel was torn off. But although the train was going fifty miles an hour none of the coaches was derailed nor the engine remained upright, though it left the track. The air brake saved the train. No one was hurt.

Killed in a Tunnel. Cleveland, July 14.—Eleven men were killed Tuesday night by an explosion of gas in the new water works tunnel, 112 feet under the lake and more than 3,500 feet from shore. This was the second accident in this tunnel attended by loss of life, and brings the total number of lives lost within the last six weeks to eighteen.

The Reverend Dwight Gallope, of Newark, N. J., appointed a chaplain in the regular army in May, tore the Red Cross off his arm at the battle of July 1-2 at Santiago, seized a gun and used it. He is now being treated at Fort McPherson hospital for a wound caused by an exploding shell.

THE MARKETS. Produce. MILK AND CREAM. The average price paid for the surplus on the platform has been 1 1/4c qt net less shipper. Wheat—July.....\$ 7 1/2 @ 7 3/4; Sept..... 6 3/4 @ 6 1/2; Corn—July..... 32 @ 32; Sept..... 32 @ 32. BUTTER. Creamery—extras..... 16 @ 17; State Dairy, extras..... 15 @ 16; Factory, Fresh, firsts..... 14 1/2 @ 15 1/2. CHEESE. State—Full cream, new, large..... 6 1/2 @ 6 3/4; Small..... 6 1/2 @ 7. VEGETABLES. Potatoes, old, 1/2 bbl..... 1 00 @ 1 25; Onions, white, 1/2 bbl..... 2 00 @ 4 00. LIVE POULTRY. Fowls, 1/2 lb..... @ 8; Chickens, 1/2 lb..... 13 @ 15; Ducks, 1/2 pair..... 9 @ 10; Geese, 1/2 pair..... 40 @ 60; Pigeons, 1/2 pair..... 20 @ 30. DRESSED POULTRY. Turkeys, 1/2 lb..... 9 @ 10; Broilers, Phila., 1/2 lb..... 18 @ 22; Fowls, State & Penn., 1/2 lb..... @ 9 1/2; Squab, 1/2 doz..... @ 2 50. LIVE STOCK. BEVES.—Medium to good native steers, \$4 95 @ \$4 45; 100 lb; good to choice oxen and stags at \$3 00 @ \$4 25; bulls at \$3 50; \$4 35; choice heavy at \$4 00 @ \$4 20; dry cows at \$2 25 @ \$4 00. CALVES.—Common to prime veal, \$4 00 @ 100 lb; choice and extra small lots at \$6 00 @ \$6 75; mixed calves at \$4 50 @ \$5 50. SHEEP AND LAMBS.—Common to good unshorn sheep, \$3 25 @ \$4 50 @ 100 lb; medium to good clipped do at \$3 00 @ \$4 15; choice small lots at \$4 50; unshorn lambs \$4 40 @ \$4 75; clipped do, at \$4 00 @ \$5 30; spring lambs at \$4 50 @ \$5 50 each.

SANTIAGO IS SHELLED.

On Final Refusal of Spaniards to Make an Unconditional Surrender. TRUCE ENDED SUNDAY. The City Is Invested by the American Army of 27,000 Men and the Fleet.

General Shafter Reported His Position Practically Impregnable and He and Admiral Sampson Ordered Bombardment to Begin Sunday Afternoon—Spaniards Said to Have About 23,000 Men in the City Now Deserted of Noncombatants. General Shafter's Headquarters, July 14.—Fighting continued during Monday. In several of the Spanish trenches our troops found dummy wooden guns and no Spanish soldiers. There was a very weak fire from the Spanish troops and the American officers received further evidence of the great distress existing in Santiago.

Washington, July 14.—Shortly before 10 o'clock on Tuesday morning a dispatch was received at the War Department from Gen. Shafter. The message from Shafter was very brief, but it stated that a white flag had been up since 2 o'clock Monday afternoon, and that the bombardment of the city had been further postponed. The message from Shafter was very brief, but it stated that a white flag had been up since 2 o'clock Monday afternoon, and that the bombardment of the city had been further postponed.

Washington, July 14.—The bombardment of Santiago by the big guns of Admiral Sampson's fleet and the siege mortars and held batteries of the Fifth Army Corps began Sunday evening, in accordance with Gen. Shafter's ultimatum to the commander of the Spanish forces defending the city, that unless Santiago was surrendered without conditions the place would be attacked by land and sea. At six o'clock a dispatch came to the War Department from Gen. Shafter saying that the bombardment would begin at about 4 o'clock that afternoon, and a few hours later another message informed the War Department that the attack had begun. Gen. Shafter's ultimatum to the town and its defenses followed the receipt of a communication from Gen. Toral, commanding the Spanish forces, declining to surrender without terms. Saturday, Gen. Shafter, in demanding the unconditional surrender of Santiago, informed Gen. Toral that unless the demand was complied with by 4 P. M. Sunday, the Ame fleet and siege batteries would shell the place. That this threat was carried out is shown by the messages received by the War Department, the first of which is as follows:



MAP OF THE BATTLE GROUND.

"Siboney, via Hayti, 5:55 P. M., July 10. 'Adjutant General, Washington: 'Headquarters Fifth Army Corps, July 10.—I have just received letter from Gen. Toral declining unconditional surrender. Bombardment by the army and navy will begin as near 4 P. M. to-day as possible. 'SHAFTER, Major-General."

Aguadores, July 13.—By preconcerted arrangement with the army, the ships of the fleet threw shells into Santiago Sunday afternoon. It had been arranged that there should be a simultaneous firing by the ships and the land artillery, beginning at 4 o'clock, but a heavy rain fell which interfered with the telephone and signal work from the army lines down to the railroad bridge at Aguadores and the wigwag station established on the beach. At 4:45 P. M. the rumble of artillery on the American lines was heard, and the Brooklyn, lying half a mile east of Aguadores, a minute later opened fire with five-inch shells from her port battery. The Texas, to the westward, assumed position and was followed by the Indiana. The firing was at long intervals and was kept up until the Brooklyn had planted fifteen five-inch shells and the Texas seven twelve-inch and three six-inch shells.

The Indiana sent a number of eight-inch shells over the steep hills and into the enemy's lines. The firing lasted an hour. It was impossible from the sea to estimate the results, as a view could not be had over the first hill. The range was north by west, 10,000 yards. Less than a minute after the Brooklyn opened fire a danger flag, white above yellow, was raised above Morro Castle. Reports have been received here that the land artillery shelled the Spanish entrenchments for some time. Our loss during the bombardment was slight. The loss of the Spaniards cannot be ascertained.

The Steamship Bratton, a Norwegian freighter, was chased and captured Sunday morning by the Brooklyn. She had on board a cargo of supplies sent to Santiago on speculation by merchants at Kingston and Port Antonio. She has been tied up until the fleet enters Santiago harbor. The War Board has decided to replace the battleship Iowa in the Eastern squadron with the Massachusetts.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "CASTORIA" which has been used in the homes of the Mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chas. H. Fletcher wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President. March 24, 1898. Samuel Pitcher M. D.

Do Not Be Deceived. Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know. "The Kind You Have Always Bought" BEARS THE SIGNATURE OF

Advertisement for Castoria medicine, featuring the signature of Chas. H. Fletcher and the text 'Insist on Having The Kind That Never Failed You.'

Advertisement for DePIERRO - BROS. CAFE, located at the corner of Centre and Front Streets, Freeland, Pa.

Advertisement for P. F. McNULTY, Funeral Director and Embalmer.

Advertisement for PATENTS, listing various patent services and contact information for C. A. SNOW & CO.

Advertisement for WANTED 5000 CORDS POPLAR WOOD, from W. C. HAMILTON & SONS.

Advertisement for PISO'S CURE FOR CONSUMPTION, a medicine for tuberculosis.

Advertisement for WE MAKE WHEELS, Tool, featuring bicycles and sewing machines.

Advertisement for THE ELDRIDGE THE BELVIDERE, a bakery.

Advertisement for PATENTS, listing various patent services and contact information for MUNN & CO.

Advertisement for Are You a Roman Catholic, featuring Catholic Standard and Times.

Advertisement for PRINTING, offering various printing services.