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NO. 1.

TO THE PHILIPPINES

The First Regiment of Nebraska Volunteers Left Last Monday for San Francisco.

TO RELIEVE ADMIRAL DEWEY

15,000 to 20,000 Troops Will Soon Start Across the Pacific For Manila.

Other War News.

Three special trains are speeding west carrying the First Nebraska regiment to San Francisco. One left over the Burlington a little after 10 o'clock, one over the Union Pacific between 2 and 3, and one over the Rock Island at 4 o'clock.

The Burlington had its cars set on the siding at the west side of the grounds. The Union Pacific cars were southeast of the grounds and when the Rock Island train was set in it was placed on the northeast side.

The second battalion traveled by way of the Union Pacific. Colonel Bratt and his staff formed the first of this battalion. The road supplied one box car, one baggage, one stock, one Pullman sleeper, and eleven coaches.

Each battalion was given enough money to purchase coffee on the trip, some officer being named to take charge of the cash. That the government believes in giving its men plenty of hot coffee while travelling may be seen from the following figures representing the amount of money given to each battalion for this purpose.

There has been much weeping on the grounds since the order came to move, and as the train prepared to pull out handkerchiefs were freely used for babies and for other purposes. The boys cheered and sang the old army songs and waved their good-byes.

Just at noon Mr. Bryan rode up on his black horse. He called out to his "three cheers for Billy Bryan."

War was something more to them than a summer picnic in the Philippines. Bryan talks to the boys. Just at noon Mr. Bryan rode up on his black horse. He called out to his "three cheers for Billy Bryan."

While there are still one thousand men in camp, the departure leaves a vacancy that one cannot appreciate. Although the boys of the First and Second did not affiliate to any great extent, yet it may be said with great

fact truth that the boys remaining behind are actually lonely without their brothers in arms. This may seem ridiculous to those outside, but it is true nevertheless.

After the departure of the last battalion the boys of the Second regiment stood around speculating upon when they would get out. An industrious rumor to the effect that the regiment had been ordered to Chickamauga got in its work until about 2 o'clock when it was laid low by a denial from Colonel Bills.

Captain Culver of troop K, Third volunteer has received word that he will be expected shortly to leave for Chickamauga. The captain's troop forms part of the regiment commanded by Colonel Grigsby.

COST OF TRANSPORTATION. An Omaha paper gives the following details of the transportation of troops: "The Burlington, Elkhorn and Missouri Pacific will transport the Second Nebraska regiment to Chickamauga. The rate will be about \$19 per man. This will make the cost of transporting this regiment about \$20,000, while the cost of transporting the First regiment is approximately \$40,000, total of \$60,000 for the Nebraska troops.

"Major Jones said that on a rough estimate he would rather say that the cost of transporting the troops of the whole country to their respective points of concentration would average about \$12,000 per regiment. As there are nearly 100 regiments of regulars and volunteers thus far ordered forward, this makes an expense for transportation already incurred of about \$1,000,000.

WAR NEWS OF THE WEEK.

Last Wednesday the torpedo boat Winslow, while making a daring assault on Cardenas was struck by twenty shots from a masked battery and disabled. Its executive officer, Ensign Worth Bagley, and four of its crew were killed by a four inch shell. Had it not been for the plucky conduct of the revenue cutter Hudson, which stuck by the Winslow and towed it out of range, the torpedo boat would have been destroyed within ten minutes.

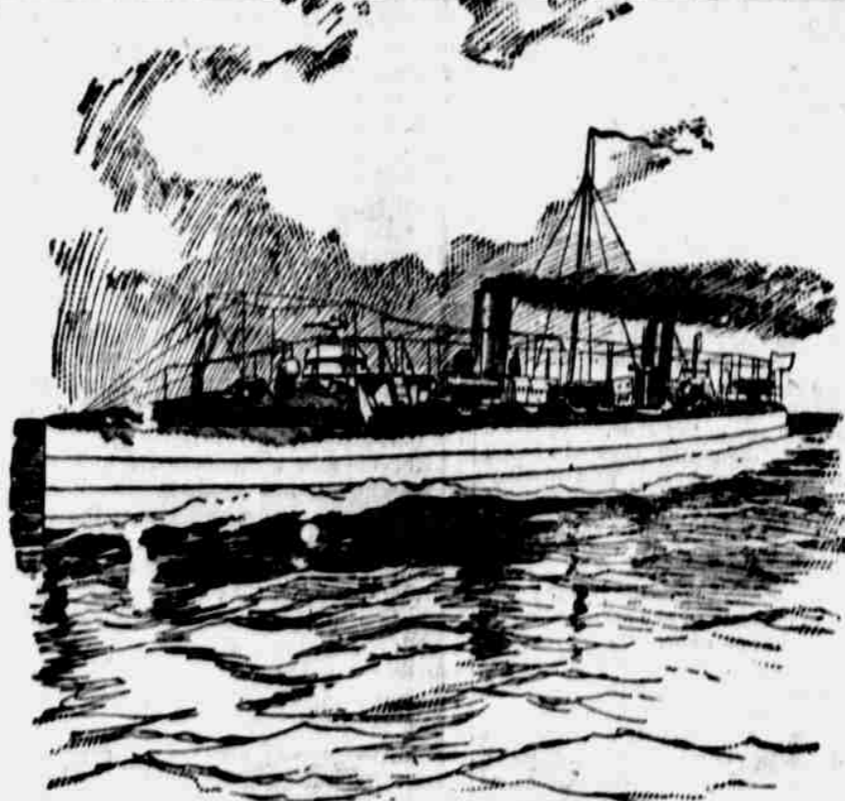
The fight was the result of an expedition to destroy four or five small Spanish gunboats which have taken refuge in Cardenas bay since war was declared. The attacking squadron were also after information about the harbor, which they obtained. The cruiser Wilmington, the torpedo boat Winslow and the revenue cutter Hudson, well known in New York harbor, entered Cardenas bay at 8:45 a. m., and began to make soundings almost under the guns of Cardenas. The Wilmington was in command of the expedition.

The forts of San Juan de Puerto Rico were bombarded by part of Rear Admiral Sampson's fleet Wednesday morning, May 12. The enemy's loss is believed to be heavy. The American loss is two men killed and seven injured.

After three hours' fighting the admiral withdrew the fleet and, heading for Key West, he said: "I am satisfied with the morning's work. I could have taken San Juan but I have no forces to hold it. I only wanted to administer punishment. This has been done. I came for the Spanish fleet and not for San Juan."

STORY OF THE ENGAGEMENT. The engagement began at 5:15 a. m. and ended at 8:15 a. m. The enemy's batteries were not silenced. The town in the rear of the fortifications probably suffered. The ships taking part in the action were the Iowa, Indiana, New York, Terror, Amphitrite, Detroit, Montgomery, Wampatuck and Porter. The enemy's firing was heavy but wild, and the Iowa and New York were probably the only ships hit.

It is impossible to judge the amount of damage done to the buildings and forts. They appeared to be riddled with shot, but the Spaniards were plucky. The after turret of the Amphitrite got out of order temporarily during the engagement, but she banged away with her forward guns. After the first passage between the forts the Detroit and the Montgomery retired, their guns being too small to do much damage. The Porter and Wampatuck also stayed out of range. The smoke hung over everything, spoiling the aim of the gunners and making it impossible to tell where our



TORPEDO BOAT FOOTE.

The Foote is swift as the wind. She can do 24.5 knots an hour and has 2,000 horsepower. Her displacement is only 142 tons, and she cost \$97,500. Numerous torpedoes and six small guns are her weapons of offense and defense.

shots struck. The officers and men of all the ships behaved with coolness and bravery. The shots flew thick and fast over all our ships.

Morro battery, on the eastward arm of the harbor, was the principal point of attack. Rear Admiral Sampson and Captain Evans were on the lower bridge of the Iowa and had a narrow escape from flying splinters, which injured three men. The Iowa was hit eight times but the shells made no impression on her armor. The weather was fine, but the heavy swells made accurate aim difficult.

At 7:45 a. m. Admiral Sampson signaled "Cease firing." "Retire," was sounded on the Iowa, and she headed from the shore. The Terror was the last ship in the line, and failing to see the signal, banged away for about an hour, the concert of shore guns roaring at her and the water flying around her from the exploded shells. But she possessed a chamed life and reluctantly retired at 8:15. As at Matanzas, the unsatisfactory conditions, the smoke and the distance prevented any important conclusions being drawn. The town of San Juan must have suffered, although protected by the hills, as the high shots must have reached it. No traces of the bombardment were discernable on the forts except small fires, which were apparently extinguished before the fleet left.

Key West, Fla., May 16.—The steamer Gussie, which left Tampa, Fla., May 10, with two companies of the First infantry on board, in charge of 7,000 rifles and 200,000 rounds of ammunition, intended for the insurgents in the province of Pinar del Rio, remained off the coast Thursday, Friday and Saturday, conveyed by the auxiliary gun boat Manning, in a vain attempt to land her cargo, and remained here last night.

Captain J. H. Dorst of the staff of General Miles and formerly United States military attaché at Vienna, headed the expedition. Her commander, who appeared to be much crestfallen, having failed to accomplish the mission entrusted to him, refused to discuss the matter beyond admitting the failure and saying the Gussie will return to Tampa, Fla.

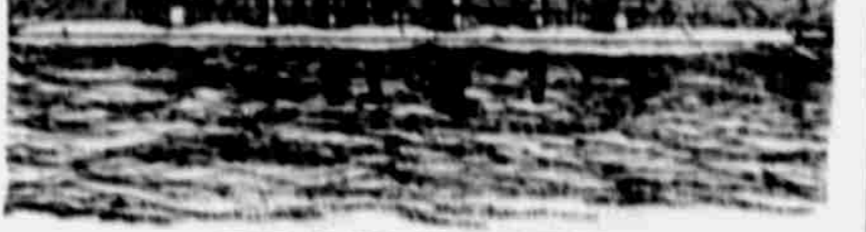
It is believed, however, that the failure to land the supplies was due more to failure of the insurgents to appear as agreed upon than to the resistance of the Spaniards, who appeared, however, in considerable force off the Matanzas coast.

Advices are that the Spanish armada is still at or near the coast of Venezuela, while Admiral Sampson's fleet is believed to be watching the Windward passage, between Hayti and Cuba.

Spanish torpedo boat Terror remains at St. Pierre, Martinique, in a disabled condition. Rumors that the Spaniards have captured the auxiliary cruiser Yale are denied in Washington.

Commodore Schley's flying squadron anchored off the bar at Charleston, S. C.

The dispatch boat Hugh McCulloch has arrived at Hong Kong with dispatches from Admiral Dewey at Manila. Dewey still rules there. He reports the capture of the Spanish gunboat Callao, which entered the bay, not knowing of the battle that had occurred.



THE RAM KATAHDIN.

The Katahdin is a naval novelty. She is simply designed to ram a hole in an enemy's ship. She is 180 feet long, has a speed of 18 knots and is protected by six inches of armor. Her bow is a great mass of steel. She carries 50 officers and 700 men and cost \$300,000.

have been received here that Captain General Blanco at Havana is very short of ammunition. This state of affairs may lead to some desperate attempts at blockade running on the part of the Spaniards in the hope of getting more ammunition into Havana. It is believed that the supplies so frequently referred to as being on the Spanish flying squadron were of this character, rather than food supplies, which makes it all the more important that Sampson and Schley should succeed in keeping Admiral Cervera from reaching Havana by rail. Commodore Schley probably is well down on the Florida coast now and should be able to guard the Florida straits by tomorrow or next day. His appearance on that side of Cuba would enable Sampson to bring his ironclads in perfect safety into Cienfuegos on the south side, and with this disposition of our naval force and the free use of a considerable number of our scouting vessels it is hard to see how the Spanish fleet can escape from the Gulf of Mexico or the Caribbean sea.

"FIGHTING BOB" EVANS.

Washington, D. C., May 13.—The Iowa delegation in congress is keeping its eyes on the big battleship which was named for the big commonwealth on the west shore of the Mississippi. It is the heaviest ship in Sampson's squadron and it has the distinction of having fired the first shot in the bombardment of San Juan de Porto Rico. Its commander, Captain Robert D. Evans ("Fighting Bob"), has control of its tremendous 12-inch rifles, and there is no more picturesque pair than Captain Evans and his mighty ship in the American navy.

Captain Evans and the Iowa are watched, too, by more eyes than those of the people of Iowa and of the Iowa senators and congressmen, for the fighting captain has as many and as warm friends in the capital as any of the Yankee officers that are now fighting for humanity in the seas of the Antilles. The fact that Evans does not like his nickname of "Fighting Bob" will not be proof against his being called "Fighting Bob" by Iowans everywhere.

It is related by General "Pap" Thomas that a smile of satisfaction passed over his grim face when he was informed that his men had given him that name. People do not bestow pet names on men they do not like, and for Iowa at least "Fighting Bob" will be "Fighting Bob" for all time.

Captain Evans is a Virginian by birth. When the south seceded he was a cadet at Annapolis, and his patriotic mother promptly sent in his resignation without consulting her son. Young Evans was his mother's son, and as promptly repudiated the resignation (which had been meanwhile accepted at Washington), and was restored to the service. He was made an ensign in 1863, and went to the war. In an attack on Fort Fisher he landed a force of seamen and marines and was shot twice in the leg for his pains. That is why "Fighting Bob" struts with a limp on the deck of his big battleship.

In another engagement, on the water, with Fort Surfper, he was punctured with a piece of shell which broke his kneecap, but, refusing to go below, he took part in the engagement until it was over.

As a cadet Master Evans was rough with his young men but he made good officers. On one occasion one of his midshipmen made an error as royal yardman in sending down yards. Evans from the quarterdeck ordered him to "lay down aloft and comb the heysed out of his hair." It was rather a severe and intensely American rebuke. The midshipman is now a commander and one of the captain's admirers.

In 1891 Captain Evans was assigned to the Yorktown. His ship entered the harbor of Valparaiso when Chile and this country were biting thumbs at each other. The Yorktown anchored directly before the batteries. She was a poorly armored ship and lightly armed. The bay was occupied by a number of torpedo boats in practice, and as the Yorktown was the only ship in the port they used her for a point of attack. Captain Evans objected to being made a target of and ordered his ship cleared for action. The guns were loaded, the men ordered to their posts and the captain's gig lowered. He sought out the general of the city and demanded that the bay be cleared of the torpedo boats. It was done.

Captain Evans won his name of "Fighting Bob" at Valparaiso. Once the Spanish minister came aboard his ship with two refugees. Evans fired a salute in honor of the country he is now fighting. The Chileans severely criticised this action, but so fierce was the Yankee captain's denunciation of the business that a stop was promptly put to further gossip about the propriety of the salute. At that time he said that if the Chileans didn't behave themselves he would make "h— smell of garlic." He has held his present rank since 1893, and his first command in big ships was the monster Indiana.

A man's attire is generally a broad-brimmed hat, a clean shirt and check trousers. To move the housewife packs up a few calash shells, some earthen pots or two hammocks, two or three game cocks and the machete. Then all is ready. Some of the houses of the wealthy would grace any of our suburbs. The women are of middle size and delicately formed. They are born coquettes.—Chicago Times-Herald.

TWO NATIONS COMPARED

The Population, Wealth, Production, Education, and History of the Two Countries.

SPAIN AND UNITED STATES

The Marvelous Growth of the One—The Downfall and Ruin of the Other.

Interesting Facts and Figures.

The history of the United States and the history of Spain is the history of contrasts. One is the coming power of the new world—the other is the dying remnant of old world feudalism. One is a land of youth, of invention, of hope, of progress. The other is the land of decay, of bigotry, of listlessness, of retrogression.

Some of the contrasts between the two nations presented by statistics in Mulhall's dictionary of statistics are of interest at this time, especially to readers of the INDEPENDENT who are students not merely of wars, but of industrial and social conditions and of national destinies. Figures do not tell all, but they tell a great deal of a nation. In population the United States has over 70,000,000. Spain about 17,000,000. Reduced to lines this is represented thus:

United States	
Wealth the comparison is as follows:	
United States:	\$65,000,000,000.
Spain:	\$12,500,000,000.
The public debt of the two nations:	
Spain:	\$1,709,000,000.
United States:	\$847,365,560.

The private and corporate debts of the United States are estimated by different authorities at from \$20,000,000,000 to \$35,000,000,000. There are no reliable statistics as to the amount of Spanish private and corporate debts. The number of land owners in the two countries is given as follows:

United States:	4,000,000.
Spain:	590,000.
The banking capital of the two countries compares thus:	
United States:	\$7,150,000,000.
Spain:	\$285,000,000.

Notwithstanding this enormous disproportion of wealth and banking capital the standing armies of the two countries are almost in reverse proportion to their wealth and general resources. The spectacle of a bankrupt nation weighted down with a great military establishment ought to be a solemn admonition to the people of America:

Spain, regular army:	145,000 men.
United States:	26,000.
The annual productive power of each nation for each inhabitant is given by Mulhall:	
United States:	\$230.
Spain:	\$100.
The average wages for common day labor, per diem:	
United States:	\$1.32.
Spain:	32 cents.

The savings bank deposits of the two countries present another striking contrast of the habits of the two peoples. The per capita deposits are:

Spain:	\$22.
The foundation industry of all other industries is agriculture. Compare the total annual agricultural production of the two countries:	
United States:	\$3,880,000,000.
Spain:	\$965,000,000.
Make another comparison—the pounds of grain produced per inhabitant—	
United States:	2,200 pounds.
Spain:	1100.
In horses the United States has 15,400,000. Spain 1,840,000 in cattle the United States possesses 49,200,000 head. Spain, 3,090,000. In sheep Spain comes a little closer, having 22,800,000 head to our 43,540,000. In swine America has 44,350,000 while Spain has only 4,470,000 head. No wonder the Spanish newspapers call the American nation "pigs."	

Take a few other industrial tests. In the period 1881-89 the United States produced 970,000,000 tons of coal. Spain produced 10,000,000 tons. The United States consumes every year 290 pounds of iron per inhabitant. Spain 37 pounds. The foreign commerce of the United States (both imports and exports) is \$1,000,000,000 annually, that of Spain \$295,000,000.

The total annual revenue of the United States government is \$403,000,000. Spain with only one-fourth the population and about one-sixth the wealth collects \$177,000,000 revenue for her national government.

In the period from 1850 to 1890 the United States coined 3099 tons of gold and 11,400 tons of silver of a total value of \$1,985,000,000. In the same time Spain coined 220 tons of gold and 1490 of silver of a value of \$213,000,000. Statistics as to the exact amount of money circulating in Spain are not given by Mulhall.

In education 92 per cent of the people of the United States are able to read

(Continued on Fifth page.)