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SPANISH DRIVEN BACK

General Shafter Lands His Troops and a Fight Follows Two Days Later

SIXTEEN AMERICANS KILLED

Roosevelt's Rough Riders Lead the Way and Charge Twice Their Number.

First Serious Battle.

General Shafter landed 16,000 soldiers near Santiago de Cuba, on Wednesday morning, June 22. On the following Friday four troops of the First cavalry, four troops of the Tenth cavalry and eight troops of Roosevelt's rough riders, less than a thousand men in all, dismounted and attacked 2,000 Spanish soldiers in the thickets within five miles of Santiago de Cuba.

The Americans beat the enemy back into the city.

Twelve dead Spaniards were found in the bush after the fight, but their loss was doubtless far in excess of that.

General Young commanded the expedition and was with the regulars, while Colonel Wood directed the operation of the rough riders several miles west.

Both parties struck the Spaniards about the same time and the fight lasted an hour.

The Spaniards opened fire from the thick brush and had every advantage of numbers and position, but the troops drove them back from the start, stormed the blockhouse around which they made the final stand and sent them scattering over the mountains.

The cavalrymen were afterward reinforced by Seventh, Twelfth and Seventeenth infantry, part of the Ninth cavalry, the Second Massachusetts and the seventy-first New York.

The Americans now hold the position at the threshold of Santiago de Cuba, with more troops going forward constantly, and they are preparing for a final assault upon the city.

Washington, June 25.—A dispatch received from Shafter at noon today places the American loss at ten killed and forty wounded, and the dispatch says that our troops are now occupying the enemy's position within a mile and a half from Sevilla.

FIGHTING STILL IN PROGRESS.

New York, June 25.—The Journal's Cape Haytien special says that reports have reached Haytien to the effect that fighting more serious than any that has yet taken place is now going on around Santiago, but that no details are obtainable other than both troops and ships are engaged and that the American forces are advancing.

Plaza del Este, June 24.—8 p. m.—(On board Associated Press Dispatch boat, off Juraguá.)—This morning four troops of the First cavalry, four troops of the Tenth cavalry and eight troops of Roosevelt's rough riders, less than 1,000 men in all, dismounted and attacked 2,000 Spanish soldiers in the thickets within five miles of Santiago. The Americans beat the enemy back into the city, but they left the following dead on the field:

Rough riders: CAPTAIN ALLYN K. CAPRON, of troop L.

SERGEANT HAMILTON FISH, JR. PRIVATES THIMAN AND DAWSON both of troop L.

PRIVATE DAUGHERTY or troop L. PRIVATE W. R. ERWIN of troop F. First cavalry.

PRIVATES DIX, YORK, BEJORK, KLOBE, BERLIN AND LEMOCK. Tenth cavalry.

CORPORAL WHITE. At least fifty Americans were wounded, including six officers. Several of whom will die.

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The following officers were wounded: Major Brodie, shot through the right forearm.

Captain McClintock, troop B, shot through right leg.

Lieutenant J. R. Thomas, troop L, shot through the right leg. His condition is serious.

All the foregoing officers are rough riders.

Other officers wounded are:

Captain Knox, whose condition is serious.

Major Bell. Lieutenant Bryan. These officers are of the First cavalry.

The following are among the soldiers wounded: Rough riders: Troop B: Privates E. M. Hill, Shelley, F. Kisher, M. S. Newcomb, Fred N. Beale, and Corporal J. D. Rhodes.

Troop E: Corporal James F. Bean, Privates Frank B. Booth, Albert C. Hartley, R. G. Bailey, H. Albers, E. J. Artler, Clifford Reed and Sergeant G. W. Arringo.

Troop G: Sergeant Thomas F. Cavanaugh, Corporal L. L. Stewart, Privates George Rowland, H. J. Haefner, Michael Coyle, R. M. Reid, and M. Russell.

Troop L: Privates J. R. Keane, John P. Dernap, Thomas F. Menger, Edward Calhoun, and Nathaniel Poe.

Tenth cavalry: Troop B: Privates Russell, Gaines, Miller, Cross, Braxton, and Wheeler. Troop I: Privates Ridd and Mayberry.

Edward Marshall, correspondent of the New York Journal and Advertiser, was seriously wounded in the small of the back.

It is probable that at least ten of the wounded will die.

New York, June 24.—Hamilton Fish, jr., one of the killed, was one of the young New Yorkers of good position and family who went to the front with Roosevelt's rough riders. He was of distinguished ancestry, his family being one of the oldest in the state.

His father, Nicolas Fish, is the son of the late Hamilton Fish, who was secretary of state in Grant's cabinet. He is a banker and lives in this city. Hamilton Fish was over six feet tall, of herculean build and rowed as No. 7 of the Columbia college crew in his winning race of 1894 over the Poughkeepsie course.

Captain Allyn K. Capron of troop L, Roosevelt's rough riders, who is among the killed, is a son of Captain Allyn L. Capron of the First artillery, and was well known in Washington. He is a second lieutenant of the Seventh cavalry and was recently promoted to be a captain in the volunteer service, and was given command of troop L of the rough riders. He was a young and dashing officer, and was regarded by his superiors as one of the most promising cavalry officers in the service.

PORTO RICO INVASION.

Washington, D. C., June 24.—The invasion of Porto Rico will begin within two weeks. The troops will land probably on the south or east side of the island, and the strongly fortified town of San Juan, on the north coast, will be taken from the rear.

Major General Miles will soon go to the front, first to Santiago, where he will inspect the situation and then to Porto Rico. The landing without resistance of Shafter's army has filled the administration circles with enthusiasm, and it is generally conceded that the prompt occupancy of a strong position by Shafter's army near Santiago will bring the invasion of Porto Rico much nearer in the matter of time.

The war department has added the prize steamer Panama to the list of transports. The ship was sold under order of the prize court and bought by the government. Assistant Secretary Mielckeljohn is rushing the work of inspecting foreign vessels, and with 50 per cent of those under inspection secured, in addition to the twelve now on hand, the war department will have at its command within ten days a fleet nearly equal in number and capacity to that now with General Shafter, many of which can be utilized for the Porto Rican work.

At least 20,000 troops will be sent to Porto Rico. Many of them will be sent from Santiago as soon as victory is secured in that quarter, and the places of those withdrawn will be filled by the volunteers, who will be massed at Fernandina.

The proposition to transfer a portion of General Coppinger's command at Tampa to Fernandina is being favorably considered. This portion of the Second division of the Fourth corps, comprising three brigades under respectively Generals De Ruser, Carpenter and Hall, the first brigade includes the Eleventh and Ninth of the regular infantry. The Second brigade includes the First District of Columbia, Second New York and First Maryland volunteer regiments. The Third brigade consists of the Third Pennsylvania, One Hundred and Fifty-seventh Indiana, First Ohio and First Illinois volunteer regiments.

The withdrawal of the troops from Tampa will leave at that point ten regiments under Coppinger, in addition to six light batteries and two heavy batteries, the Fifth United States cavalry regiments, with the four heavy batteries recently ordered to Tampa from Fortress Monroe, Fort Slocum and Fort Adams.

The volunteer force at Jacksonville under General Lee will also be sent to Fernandina, the military authorities believing that Fernandina is the better place for embarkation. If this plan is carried out there will be placed in Fernandina ultimately twenty regiments of volunteers and two regiments of regulars.

Port Au Prince, June 24.—According to reliable advices received here this morning, the American army will soon be master of Santiago.

New York, June 24.—The Herald special from Port Antonio, Jamaica, dated June 23, says that hard and desultory fighting has been going on in the mountains on all sides of Santiago. All last night General Shafter

continued landing his troops at the big iron company's docks. While this was going on a number of transports proceeded westward twelve miles and troops were landed to co-operate directly with the Cuban forces marching upon the doomed city. In that direction from the hills back of Santiago 900 Cubans have been reported to be harassing the enemy. Two bodies of Spaniards have been driven from the hills in that direction back to Santiago. This was done only after a desperate fight, in which 25 Spaniards are said to have been killed and twice that number wounded. The Spaniards have plenty of ammunition, but they show the effects of the terrible strain that they must have been under since the appearance of the American troops.

Admiral Sampson gave orders that the Texas, Massachusetts and Oregon should maintain a steady fire this morning upon the batteries on each side and back of Morro Castle. Unless the order has been countermanded hard fighting is sure to go on all along the line. Admiral Sampson also ordered Commander McCalla to keep the Marblehead busy in Guantanamo bay.

Cubans who came out of Santiago last night report that the city is suffering terribly. Hunger is encroaching upon citizens and soldiers alike. The citizens already are petitioning that a surrender be made without further fighting.

Port Antonio Jamaica, June 24, 4 p. m.—The Associated Press boat Dauntless brings advices from Juraguá to the effect that last night (Thursday) the advance of the American army had reached the table land in which the harbor of Santiago lies. The Spaniards retired before the advance, which was covered by the Cuban skirmishers who burned the blockhouses as they went.

Before Thursday noon Juraguá was occupied by the Americans, Gen. Landry, with 1200 Spanish troops abandoned Juraguá in such haste that he had no time to burn the town although he made an ineffectual attempt to accomplish that result and tried to destroy the locomotives and rolling stock of the railway company.

The Spaniards retreated to Sevilla, six miles west of the Juraguá by road and nine miles from Santiago.

HEROES PROMOTED.

Washington, June 27.—President McKinley has sent two special messages to congress providing for the recognition of Hobson, Lieutenant Newcomb and crew which rescued the Winslow at Cardenas; Captain H. J. Lyon of the McCullough, which figured in the battle of Manila, and Naval Cadet Powell, who held the steam launch under the bluffs of Santiago searching for the crew of the Merrimac after that ship was sunk by Hobson in the neck of the bay.

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ANOTHER EXPEDITION.

Washington, June 28.—Orders have been issued for the immediate sailing of another large expedition to reinforce General Shafter. The expedition is to sail from Tampa, and will include 9,000 men.

It is understood that they may be taken from the Second division of the Fourth army corps. Eight transports will carry the expedition which go first to Key West and there be joined by a strong naval convoy.

It is expected that this expedition will start today.

A proclamation has been issued extending the blockade on the southern coast of Cuba from Cape Francis to Cape Cruise. The proclamation also includes the blockading of San Juan.

Rear Admiral Sampson has notified the navy department that the Yale arrived yesterday and discharged its troops.

ADVISES FROM MANILA.

London, June 23.—The Manila Railroad company has received a cable from Manila saying that although the Philippine insurgents have captured all but the inner city of Manila, they are respecting property. The London agent of the insurgents claims that Aguinaldo made a compact with Adolfo Dwey not to attack the walled city till the American troops arrive, when they will cooperate with insurgents and force the capitulation of Manila.

OFFICERS OF THIRD.

The list of important regimental officers for the Third regiment, Nebraska volunteers, was, Monday afternoon completed by Governor Holcomb. The appointments were, John H. McClay, senior major; C. F. Heck, adjutant with the rank of first lieutenant; W. F. Schwinski, rank of first lieutenant; Colonel, W. J. Bryan; Lieutenant colonel, Victor vifquin; Lincoln; senior major, Conrad F. Eckermann, North Platte; adjutant C. F. Heck, Tekamah; quartermaster, W. F. Schwinski, Lincoln; surgeon, Dr. G. Grothman, St. Paul; assistant surgeons, Dr. Ralph J. Irwin of Hastings and Dr. A. P. Fitzsimmons of Tecumseh. When the appointment of chaplain is made the regiment will be complete.

C. F. Heck held the position of deputy superintendent of public instruction up to his appointment.

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THE COST OF RAILROADS

Managers of Nebraska Lines upon Questions of State Board of Transportation.

HEARING IN TIBBLES' CASE

The Elkhorn Showing—Burlington and Rock Island Ask Further Time to Complete Work.

The Figures Given.

Monday of this week was set as "an answer day" for Nebraska railroads to questions propounded by the state board of transportation in the Tibbles complaint filed last year. The design of the questions was to ascertain the cost of building and operating Nebraska railroads and the receipts and expenses of local freight service in the state. At appointed time Attorney G. M. Lamberton, representing the Union Pacific, Ben. T. White, representing the Elkhorn, J. W. Orr the Missouri Pacific and J. W. Dewese the Burlington appeared.

The Elkhorn road filed the only complete report as to cost of its road. The report is of considerable interest and is herewith given:

It estimates the cost of 1,091.1 miles of its road in Nebraska at the present time at \$32,039,424.60, an average cost per mile of \$22,427.42.

Roadbed.....	\$ 3,616,050 44
Bridges, total value.....	869,794 02
Culverts.....	104,626 35
Right of way.....	2,894,018 00
Ties, 3,000 (cedar) per mile for 1,091.1 miles.....	1,636,650 00
Rails, 103,127,762 tons.....	2,609,132 38
Spikes.....	130,232 60
Cost of connecting plates, bolts and tie-plates.....	715,242 96
Depots, 118 passenger.....	191,900 00
Warehouses, ice houses, eating houses, round houses, stock yards, elevators, corn cribs.....	408,371 75
Land for terminals, value as terminals in addition to value as land at Fremont, Lincoln, York, Hastings, Superior, Long Pine, Norfolk and Chadron Wells and water tanks.....	100,000 00
Other items of expense, including switches, crossings, ballasting, signs, preliminary survey at \$600 a mile; general office expenses, including legal, \$700 per mile for 982 miles.....	3,186,083 50
Total.....	\$16,150,235 00

Interest for one year on total cost, estimated at 6 per cent, it being estimated that it will take two years to rebuild the road, and during those two years capital would be idle for at least one year..... \$ 969,014 10

For betterment of road-bed year after year, improvements at station grounds, buildings and parks, estimated at 10 per cent of above amt., usually estimated at from \$1,500 to \$1,800 per mile..... 1,615,023 50

Permanent supply of non-earning material kept in stock with which to repair road-bed and track and renew material already in use, for 1,091.1 miles at \$200 per mile..... 218,220 00

Fences, 1,500 miles at \$150 per mile..... 225,000 00

Total..... \$17,177,492 60

Equipment..... \$ 2,906,800 00

Future and fixtures..... 23,400 00

Shop machinery and tools..... 31,732 00

Grand total..... \$22,039,424 60

Average cost per mile..... \$22,427 42

These figures will bear some study. Some of them in fact upon study appear ridiculous. For instance the "cost" of right of way is given at \$2,294,018 or nearly \$2,400 per mile. Now a railroad right of way is 200 feet or 12 rods wide and 320 rods to the mile. That is twenty-four acres to the mile or at the rate of \$100 per acre for right of way. Besides this most of the right of way was the free gift of the United States and state of Nebraska and never cost the road a cent. The estimate of cost of right of way is either a blunder or a joke. Some of the items for rebuilding the road appear out of place in an estimate of "cost." If a farmer is asked to give the cost of his barn for purposes of insurance he doesn't figure anything in for rebuilding or for loss to stock while repairing. He simply gives the money it took to put it up and that is the "cost" for all practical and common sense purposes.

THE COST OF RAILROADS (Continued)

The Union Pacific put in a very short story. They said they didn't know how much the road cost to build. All they knew was what it sold for, which was \$74,000,000 for 1,000 miles of road and equipment—at the rate of \$74,000 per mile. W. P. Durkee, assistant auditor of the Burlington, to General Manager Holdrege, places the original cost of 2,252.79 miles of road at \$62,934,591.

73; expended in permanent improvements, \$12,711,501.30; making the present cost, \$75,646,093.03.

Mr. Durkee adds: "As to the details of the cost of construction at the present time, it would require an investigation of great magnitude in the chief engineer's office as well as in this office. In regard to the details of expenses, earnings and traffic matters, I will say that we are at work in these, but owing to the immense amount of work required to obtain information, I am unable as yet to furnish you with a complete statement. I am at work on this matter and will report progress from time to time."

J. G. Taylor, auditor of the B. & M., says the total cost of all rolling stock used in the state by that road is \$6,927,514 or \$3,075 per mile or \$307,500 per 100 miles. Furniture is estimated at \$51,578. No recent invoice has been taken.

Auditor Taylor says he cannot give the cost of the shop machinery for the reason that this account is now under process of being separated from other accounts and in the future to be kept by itself.

As to information regarding gross earnings, operating expenses and tariff matters, Auditor Taylor reports that the state and interstate business is so intermingled and connected that it will take a long time, with a consequent expense of a great amount of money to separate or disconnect the items if it can be done at all.

At the figures given the following slight differences appear in the cost of Nebraska railroads:

Elkhorn.....	\$22,427
Union Pacific.....	74,000
B. & M.....	33,590

The board overwhelmed with the tremendous bulk of information received has adjourned the hearing from day to day until it can get the rest of it. In the meantime anyone in the back counties who wants to take a hand in figuring the cost of Nebraska railroads may send in his guess.

Auditor's Statement.

Showing the amount of money paid into the state treasury as officers fees, as shown by the records in the auditor's office.

For the years, 1887 and 1888.....	\$55,113 75
For the years, 1887 and 1888.....	22,145 44
For the years, 1889 and 1890.....	43,585 25
For the years, 1891 and 1892.....	49,204 56
For the years, 1893 and 1894.....	55,198 30
For the years, 1895 and 1896.....	15,219 79
For 17 months, the year 1897 and to May 1, 1898 (reform rule).....	66,168 12

Statement of Secretary of State.

The following table shows the appropriations made each bi-ennium of the state legislature for the running expenses of the office of secretary of state. The amount of money expended under said appropriations and the receipts of the office accounted for during the same period. Also the deficiency, to be raised by taxation, each two years during "republican" administrations, as compared with two years of "pop" administration.

RANKEST FAVOTITISM

Campaign Fund Contributors Get Just About all Army Contracts.

HANNA FEATHERS HIS NEST

Russell Sage Says the War is Ruining the Business of Wall Street Patriots.

Populist Party News.

Representatives of an English syndicate are in this country making bids on all the fishing interests of the Great Lakes and St. Lawrence region. It will require many millions to consolidate such colossal industries, but no one doubts the triumph of British gold or that the transfer will make the American pay a much higher price for his fish. Yet we are constantly admonished not to drive away foreign capital if we would see better times here.

Scandal as to the unbusiness like manner in which all contracts for supplies for our soldiers are being let, multiplies daily. The rankest and most barfaced favoritism is shown toward the faithful of the g. o. p. Clothing that cannot be worn is accepted because it is furnished by one of the heavy contributors to Hanna's 1896 campaign fund, and all such must be kept in line for the even greater conflict of 1900. Food is furnished of such poor quality and at such prices as to make the story as it leaks out seem incredible to the public. It is an open secret that much of the delay in the naval maneuvers has been caused by the fact that it is utterly impossible for one firm to supply all the coal that has been purchased by the government from Mark Hanna. It is further alleged that the supplies dealt out to the higher officers are a decided contrast to the meagre food of the poorest quality that is given to the men in the ranks. The favored generals, with the staffs filled from the ranks of "sons of fathers" travel in prior cars with every luxury possible in these days of moving palaces while the transporting of the privates has been attended with every inconvenience and abuse possible. Great war this.

The passing of Ignatius Donnelly from Minnesota politics is recorded in the papers of that state. At the recent Populist Party State Convention at Minneapolis he was decidedly worsted in a conflict with Owens, his old time enemy. The war of words between the two is said to have been most dramatic and the convention up to the time of the bolt of the middle-of-the-roaders was one of the noisiest and most exciting in the history of the party.

The middle-of-the-road Populists, led by Milton Park, of Texas, and Wharton Baker, of Philadelphia, met after the adjournment of the National Committee at Omaha last week, and issued a call for a convention to meet at Cincinnati, Ohio, September 4.

The Omaha Bee reported an attendance of thirty-four members at the Reform Press Meeting that preceded the meeting of the "Reorganization Committee" at Omaha.

It is rumored that Mrs. Mary Ellen Loebe has transferred her place of residence from Greater New York to Oregon. The rumor is as yet unconfirmed by Mrs. Loebe.

Populist Congressman, Jerry Botkin, of Kansas, was one of the most instructive and entertaining speakers at a recent Chautauqua Assembly, at Carthage, Missouri. His subject was silver but he touched with his usual vigor on many other needed reforms.

Let the war go on. Gold Bug Russell Sage has been lamenting to representatives of the press that the war is ruining the business of Wall street. He also asserts that this country could easily take care of a debt of one hundred billions, and is greatly pleased at the prospect of an Anglo-American alliance. It is a good idea to note what such fellows are approving so that the "wayfaring man though a fool" may know what not to approve.

The co-operation of the silver forces in Michigan is assured in the coming campaign. The ticket recently nominated is as follows: For governor, ex-congressman Justin R. Whiting, of St. Clair, democrat; for lieutenant governor, Michael F. L. McDonald, of Sault Ste. Marie, democrat; for secretary of state, L. E. Lockwood, of Coid Water, populist; for auditor, John L. Frisbie, of Hillsdale, silver republican; for state treasurer, Dr. Edgar B. Smith, of Detroit, democrat; for attorney general, Royal A. Hawley, of Ina, silver republican; for land commissioner, Carlton Peck, of Lapeer, populist; for superintendent of public instruction, Mrs. Florence Bencke, of Barry County, silver republican; for member of state board of education, George E. Willets of Calhoun County, populist. The ticket represents an equal distribution among the three parties. The ticket was ratified in joint convention.

Col. William Jennings Bryan's company has been assigned to that portion of the army commanded by General Fitzhugh Lee and will, in all probability, be sent to Cuba after the rainy season is over.

A. R.

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BRYAN PRAISED.

Indianapolis, Ind., June 23.—The democratic state convention met yesterday and elected Senator Turple chairman. The platform adopted endorsed the war with Spain as just and righteous and congratulated the country on the sweeping away of the last vestige of sectionalism as a result. The platform also favors a strong navy, liberal pensions for survivors of both this and the civil war, declares for the free and unlimited coinage of silver, the construction of the Nicaragua canal by the United States and expresses an undiminished confidence in Bryan and reasserts the democratic doctrine of tariff for revenue only.

Hon. Samuel M. Hailston of Berne county was nominated by acclamation for the office of secretary of state.

Independence for Porto Rico.

LONDON, June 23.—The Paris correspondent of the Morning Post says: "I learn on the authority of Dr. Botances that, with a view of preventing American intervention, Spain will bestow independence upon Porto Rico, subject to certain commercial advantages being reserved for the mother country."

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