

M'COOK TRIBUNE.

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McCOOK, NEBRASKA

NEBRASKA.

Mr. Frank Schroeder, the postmaster at Ithaca, has gone to join the United States army.

An attempt was made by burglars to blow the safe in the office of the Nye & Schneider company of Leigh. They gained an entrance by one of the side windows of the office by breaking a glass and pulling the bolt. They drilled through the outer steel casing of the safe, but did not succeed in getting through the case-hardened inner steel.

Governor Holcomb has issued a requisition for the return of William Smith from Sioux City, Ia. Smith is wanted in Gage county, where he is charged with burglary and larceny, having broken into a slaughter house and stolen thirteen beef hides. J. W. Ashenfelter, deputy sheriff of Gage county, was made the agent of the state to go after him.

A small tornado passed from west to east about four and a half miles south of Valpariso. The residence of Mr. Curry, near Agnew, was blown from its foundation. Mr. and Mrs. Curry took refuge in the cellar. Both were quite seriously hurt by the cellar wall being pushed in on them. The barn was very badly torn up. One horse was badly hurt.

John Griffith of Red Cloud, Neb., who owns a farm near that city, was suddenly taken seriously ill after partaking of his dinner. He was seized with muscular paralysis and became incapable of speaking or moving himself. His son George, who was working with him, got him into a buggy and brought him to Red Cloud, where he was placed under a physician's care. He will recover.

A twelve-year-old boy named Charley Simecek, brother of Dr. Joseph Simecek, was suffocated in a grain bin containing corn, at D. R. Hopkin's elevator at Wilber. The bin is twenty-five feet above the ground, reached by upright ladder, which the boy had climbed unseen by those in charge. It was not known he was about the building until the choking of the spout led to the discovery of his body.

A company of Holt county volunteers was organized in O'Neill by John Skirving. The company is composed of twenty-five men from Stuart and about forty from O'Neill. The following are the officers elected: Captain John Skirving; first lieutenant, C. E. Hall; second lieutenant, J. W. Wertz. Great enthusiasm was manifested by all the boys and after the organization they marched through the streets of the city to the strains of martial music.

Farm work, says a Fremont dispatch, is pretty well advanced in this vicinity. Small grain is all in and some of it up. It needs warmer weather and rain. Corn planting has commenced. Pastures are in only fair condition and need rain. The American Chicley company has contracted for a much smaller acreage of beets than last season, owing to its stock on hand. The price paid is the same as last season—\$7.50 a ton at the factory. A much larger acreage could have been secured.

The Rock Island has issued a war manifesto which is in the hands of every agent along the line. In the document it is set forth with much clearness that any company who quits the service of the company for the purpose of enlisting in the army and navy will find his job waiting for him when he is discharged from the military service. It is also impressed upon all new men who take the places of those who have enlisted that they hold their jobs subject to release on the return of the old men.

The examination of the eleven gamblers arrested at Hebron was held last week. The court room was well filled, many of the spectators being women, the case having occasioned considerable interest on account of the number implicated. M. A. Scovill was the only one whom there was considered evidence enough against to hold to the district court. He was placed under \$50 bonds to appear, which he procured. Four of the others who waived examination were placed under bonds of \$100 each.

Word was received at Columbus from the two young girls who left their homes in Platte county. They were Louise Schmoker and Grace Hatfield, aged 14 and 15 respectively. They went to Silver Creek, and then returned through Columbus with tickets for Fremont, where they again bought tickets to Omaha. The girls are respectable and have good Christian homes, and it is not known what their motive was for leaving home. It was first thought that they had gone to Denver, and Mr. Hatfield started west, but was recalled.

A rumor has been persistently circulated of late to the effect that the exposition would be postponed on account of the war and inquiries regarding the truthfulness of this report have been coming into the offices of the exposition officials from all quarters. The latest inquiry of this nature was from George W. Parsons of Los Angeles, exposition vice president for California. It is said there is absolutely no foundation for such rumors. The executive committee has never considered the possibility of postponing the exposition on account of the war or for any other reason.

The new co-operative creamery at Wymore is nearing completion and the machinery will be put in some time next week. It is expected to have the creamery in operation by May 15.

For some time the Union Pacific has been troubled by farmers taking rails from beside the track and using them for stalk-breakers. Sometimes they returned them, oftener they didn't. The company resolved to make someone an example, and to that end, Frank Richman, a farmer living off beyond Agnew, was brought before Justice Spencer in Lincoln, charged with the abduction of two iron rails. He was found guilty and fined.

DEWEY IS MASTER OF THE PHILIPPINES.

A Great Victory for the Naval Forces Under His Command.

ENTIRE ELEVEN VESSELS DESTROYED

The Spanish Fleet Receives a Blow that is Likely Soon to Put an End to the War

American guns, ships and sailors have achieved the greatest naval victory of the century. The complete reports of the terrific engagement fought in the harbor of Manila on the morning of May first have at last reached Hong Kong and they more than confirm the first joyful tidings of victory sent from the scene of battle ere the stern necessity of war compelled Commodore Dewey to cut the cable. The whole nation rejoices in the complete annihilation of the Spanish fleet and is doing grateful homage to the brave officers and men who sailed into the Oriental harbor and went to victorious battle shouting the war cry "Remember the Maine."



COMMODORE GEORGE DEWEY.

WHAT DEWEY DID.

MANILA, Philippine Islands, May 1.—(Via Hong Kong, May 7.)—Not one Spanish flag flies in Manila bay today. Not one Spanish warship floats except as our prize. More than 200 Spaniards dead and 500 to 700 wounded attest the accuracy of the American fire.

Commodore Dewey attacked the Spanish position at Cavite this morning. He swept five times along the line and scored one of the most brilliant successes in modern warfare.

That our loss is trifling adds to the pleasure of victory without detracting from its value. The number of hits our vessels received proved how brave and stubborn was the defense made by the Spanish forces.

Miraculous as it may appear none of our men were killed and only eight were wounded. Those who were wounded suffered only slight injuries. Commodore Dewey arrived off Manila bay last night and decided to enter the bay at once. With all its lights out the squadron steamed into Boca Grande with crews at the guns. This was the order of the squadron, which was kept during the whole time of the first battle.

The flagship Olympia, the Baltimore, the Raleigh, the Petrel, the Concord, the Boston.

It was just eight o'clock and a bright moonlight night but the flagship passed Corregidor island without a sign being given that the Spaniards were aware of its approach.

Not until the flagship was a mile beyond Corregidor was a gun fired. Then one heavy shot went screaming over the Raleigh and the Olympia, followed by a second, which fell farther astern.

The Raleigh, the Concord and the Boston replied, the Concord's shells exploding apparently exactly into the shore battery, which fired no more.

Our squadron slowed down to barely steeerage way and the men were allowed to sleep alongside their guns. Commodore Dewey had timed our arrival so that we were within five miles of the city of Manila at daybreak. We then sighted the Spanish squadron, Rear Admiral Montojo commanding, off Cavite (pronounced Ka-vee-tay, with the accent on the "vee"). Here the Spaniards had a well equipped navy yard called the Cavite arsenal. Admiral Montojo's flag was flying on the 4,500 ton protected cruiser Reina Christina. The protected cruiser Castilla of 3,200 tons was moored ahead and astern to the port battery, and seaward were the cruisers Don Juan De Austria, Don Antonio De Ulloa, Isla De Cuba Isla De Luson, Quirós, Marquis Delonero and General Lezo. These ships and the flagship remained under way during most of the time.

Only a few minutes later the shore batteries at Cavite Point sent over the flagship a shot that nearly hit the battery in Manila, but soon the guns got a better range and the shells began to strike near us, or burst close aboard from both the batteries and the Spaniards' vessels.

The heat was intense. Men stripped off all clothing except their trousers. As the Olympia drew nearer all was as silent aboard as if the ship had been empty, except for the whirr of blowers and the throb of the engines.

Suddenly a shell burst directly over us.

"Remember the Maine!"

From the boatswain mate at the after five-inch gun came the hoarse cry.

"Remember the Maine," arose from the throats of 500 men at the guns.

This watch-word was caught up in the turrets and fire-rooms, wherever seamen or firemen stood at their posts. "Remember the Maine" had rung out for defiance and revenge. Its utterance seemed unmediated, but was evidently in every man's mind, and now that the moment had come to make adequate reply to the murder of the Maine's crew, every man shouted what was in his heart.

The Olympia was now ready to begin the fight. Commodore Dewey, his chief staff commander, Lambertson, an aide and myself, with Executive Officer Lieutenant Rees and Navigator Lieutenant Calkins, who conned ship most admirably, were on the forward bridge. Captain Gridley was in the conning tower, as it was thought unsafe to risk losing all the senior officers by one shell.

"You may fire when ready, Gridley," said the commodore, and at forty-one minutes past 5 o'clock, at a distance of 5,500 yards the starboard eight-inch gun in the forward turret roared forth a compliment to the Spanish forts.

Presently similar guns from the Baltimore and the Boston sent 250 pound shells hurling toward the Castilla and the Reina Christina for accuracy.

SPANISH WERE ENCOURAGED.

The Spanish seemed encouraged to fire faster, knowing exactly our distance, while we had to guess at theirs. Their ship and shore guns were making things hot for us.

The piercing scream of shot was varied often by the bursting of time fuse shells, fragments of which would lash the water like shrapnel or cut out hull or rigging.

One large shell that was coming straight at the Olympia's forward bridge fell within less than 100 feet away. One fragment cut the rigging exactly over the heads of Lambertson, Rees and myself.

Another struck the bridge gratings in line with it. A third passed under Commodore Dewey and gouged a hole in the deck. Incidents like these were plentiful. Our men naturally chafed

at being exposed without returning fire from all our guns, but laughed at danger and chatted good humoredly. A few nervous fellows could not help dodging mechanically when shells would burst right over them, or close aboard, or would strike the water and pass over head with the peculiar spluttering roar made by a tumbling rifled projectile.

Still the flagship steered for the center of the Spanish line, and as our other ships were astern, the Olympia received most of the Spaniards' attention. Owing to our deep draught, Commodore Dewey felt constrained to change his course at a distance of 4,000 yards and run parallel with the Spanish column.

"Open with all guns," he said, and the ship brought her port broadside bearing.

The roar of all the flagship's five-inch rapid firers was followed by a deep diapason of her turret eight-inchers. Soon our other vessels were equally hard at work and we could see that our shells were making Cavite harbor hotter for the Spaniards than they had made the approach for us.

Other ships were also doing their whole duty, and soon not one red and yellow ensign remained aloft, except on a battery up the coast. The Spanish flagship and the Castilla had long been burning fiercely, and the last vessel to be abandoned was the Don Antonio de Allos, which lurched over and sank. Then the Spanish flag on the arsenal staff was hauled down and at 12:30 a white flag was hoisted there.

Signal was made to the Petrel to destroy all the vessels in the inner harbor and Lieutenant Hughes, with an armed boat crew, set fire to the Don Juan de Austria, Marquis Duero, the Isla de Cuba and the Correo. The large transport Manila and many tugboats and small craft fell into our hands. "Capture or destroy Spanish squadron," were Dewey's orders. Never were instructions more effectually carried out. Within seven hours after arriving on the scene of action nothing remained to be done.

With the United States flag flying at all their mastsheads, our ships moved to the attack in line ahead, with a speed of eight knots, first passing in front of Manila, where the action was begun by three batteries, mounting guns powerful enough to send a shell over us at a distance of five miles. The Concord boomed out a reply to these batteries with two shots. No more were fired, because Commodore Dewey could not engage with these batteries without sending death and destruction into the crowded city.

MINES EXPLODED.

As we neared Cavite two very powerful submarine mines were exploded ahead of the flagship. This was at six minutes past 5 o'clock. The Spaniards evidently had misjudged our position. Immense columns of water were thrown high in the air by these destroyers but no harm was done to our ships. Commodore Dewey had fought with Farragut at New Orleans and Mobile Bay, where he had his first experience with torpedoes. Not knowing how many more mines there might be ahead he still kept on without faltering. No other mines exploded, however, and it is believed that the Spaniards had only these two in place.

Protected by their shore batteries and made safe from close attack by shallow water, the Spaniards were in a strong position. They put up a gallant fight. The Spanish ships were sailing back and forth behind the Castilla and their fire, too, was hot.

One shot struck the Baltimore and passed clean through her, fortunately hitting no one. Another ripped up her main deck, disabled a six-inch gun and exploded a box of three-pounder ammunition, wounding eight men.

The Olympia was struck abreast the gun in the ward room by a shell, which burst outside, doing little damage.

The signal halyards were cut from Lieutenant Brumby's hand on the after bridge. A shell entered the Boston's port quarter and burst in Ensign Dorrige's stateroom, starting a hot fire, and fire was also caused by a shell which burst in the port hammock netting. Both these fires were quickly put out. Another shell passed through the Boston's foremast just in front of Captain Wilde on the bridge.

After having made four runs on the Spanish line, finding the chart incorrect, Lieutenant Calkins, the Olympia's navigator, told the Commodore he believed he could take the ship nearer the enemy with lead going to watch the depth of water. The flagship started over the course for the fifth time, running within 2,000 yards of the Spanish vessels.

At this range even six-pounders were effective, and the storm of shells poured upon the unfortunate Spanish began to show marked results.

Three of the enemy's vessels were seen burning and the fire slackened. On finishing this run Commodore Dewey decided to give the men breakfast, as they had been at the guns two hours, with only one cup of coffee to sustain them. Action ceased temporarily at thirty-five minutes past seven o'clock, the other ships passing the flagship and cheering lustily.

Our ships remained beyond range of the enemy's guns until ten minutes to 11 o'clock, when the signal for close action again went up.

The Baltimore had the place of honor in the lead, with the flagship following, and the other ships as before. The Baltimore began firing at the Spanish ships and batteries at sixteen minutes past 11 o'clock, making a series of hits as if at target practice.

The Spaniards replied very slowly and the commodore signalled the Raleigh, the Boston, the Concord and the Petrel to go into the inner harbor and destroy all the enemy's ships.

By her light draught the little Petrel was enabled to make within 1,000 yards. Here, firing swiftly but accurately, she commanded everything still flying the Spanish flag.

J. L. STICKNEY.

The greatest height ever reached by a balloon was 26,160 feet, two of the three aeronauts who made this ascent were suffocated.

THE VESSELS DESTROYED.

An Official List of the Vessels Destroyed by our Fleet.

WASHINGTON, D. C., May 8.—As soon as the navy department had the complete official list of the Spanish ships destroyed by Commodore Dewey, they turned to their data showing the character of those ships destroyed, as it gave a full idea of the extent of the devastation caused by the American fleet. Taking the list in the order reported by Commodore Dewey, the ships destroyed are as follows:

The Reina Christina—Cruiser, a single screw barque rigged ship with 11 funnels, displacement 3,090 tons, length 280 feet, beam 43 feet, mean draught 35 feet. Armament, 19 Hontona 6-inch and four-inch guns, 2 machines and 5 torpedo tubes, complement 370 men.

Castilla—Built at Cadiz in 1887. Single screw, barque rigged, one funnel, cruiser, displacement 3,242 tons length 246 feet. Armament, 10 Krupp guns and 4 revolving cannon, 2 torpedo tubes. Complement 300 men.

Don Antonio de Ulloa—Built at Caraca in 1887. Iron cruiser, single screw, barque rigged one funnel, displacement 1,152 tons, length 210 feet. Armament 8 Hontora guns, 1 machine gun, 2 torpedo tubes. Complement 173 men.

Isla de Cuba—Built at Ellerswick in 1890. Steel cruiser, double screw, two masted with military tops, length 185 feet, displacement 1,040 tons. Armament, 12 guns, 3 torpedo tubes. Complement 164 men.

General Lezo—Built at Carthage in 1887. Double screw, schooner rigged, length 158 feet, displacement 525 tons. Armament, 3 guns, 3 machine guns and 1 torpedo tube. Complement 98 men.

Marquis del Duero—Built at La Seine in 1875. Iron gunboat double screw, schooner rigged, displacement 500 tons, armament, 3 guns, 1 machine gun. Complement 98 men.

The El Correo—Supposed to be the El Cano, that being the name given in the data of the navy department. She is an iron gunboat of 525 tons displacement, double screw, schooner rigged, with 3 guns, 3 machine guns and 1 torpedo tube. Complement 98 men.

Velasco—Iron cruiser barque rigged, 210 feet long; 1,139 tons displacement. Armament, 5 guns, 2 machine guns. Complement 173 men.

Isla de Mindanao—Transport, built in 1881. Displacement 4,195 tons. The naval books at the department do not show any Spanish ship by the name of Isla de Ulloa. The nearest to that name is Don Antonio de Ulloa. As the latter is in Commodore Dewey's list it is probable that in transferring the dispatches two names have been made out of this lengthy single name.

INSULTS FOR AMERICA.

Senator Du Bose Makes a Shameless Attack on His Late Hosts.

TORONTO, Ont., May 7.—Senator Du Bose, late first secretary of the Spanish legation at Washington, lectured to 2,000 people here last night on the causes of the present war. Senator Polo and many prominent men were present. The lecture was in aid of the Red Cross Society work, and was delivered in a private capacity. The Senator made a severe attack on the American people. He traced the history of the trouble, reiterating the Spanish arguments, and spoke of American senators as "border ruffians, whose illiterate foolishness is only equaled by their venality and ludicrously pompous conceit."

He urged that American cupidity for conquest constituted a grave danger to Europe, Canada and Mexico, and concluded by comparing the queen regent of Spain with "the bloating politicians whose countenances depict the lust that is in their hearts."

ARBITRATION BILL.

House Approves a Plan for Settling Labor Disputes.

WASHINGTON, May 7.—The House yesterday disposed of two important measures. The Alaskan land bill extending the homestead laws to and providing for certain railway rights of way in the district of Alaska, as amended by the Senate and agreed upon in conference, was passed. The labor arbitration measure, providing for the arbitration of labor disputes between employes and certain common carriers, a bill which had received very wide indorsement by labor organizations throughout the country, received the approval of the House. A number of minor bills were also passed. The House adjourned until Monday.

RUSSIAN FRIENDLY.

No Basis for Stories to the Contrary, It Is Asserted.

WASHINGTON, May 7.—A leading Russian diplomat said to-day that the cable report from London stating that Emperor Nicholas, of Russia, was much disturbed as to the ultimate destiny of the Philippines, and that some sort of intervention was probable, was entirely unwarranted, and placed Russia in a misleading position before the people of this country. He says the sentiment throughout Russia, official and unofficial, is one of extreme cordiality toward the United States, and it shows there will be no change in the traditional friendship existing between the United States and Russia.

Five Mobilization Points.

WASHINGTON, May 7.—It was announced at the war department today that the volunteer army will consist of seven corps, each in command of a major general, but that nothing had yet been settled as to their organization and places of rendezvous. It is generally understood, however, that Fort Meyer, Va.; Atlanta, Ga.; Chickamauga, Tenn.; Richmond, Va.; and Long Island, N. Y., have been virtually selected as places for the mobilization of the volunteer army.

ONE COMPANY OF CAVALRY

THE TROOP OF MILFORD ACCEPTED.

FROM OUR CONGRESSMAN.

An Order by Gen. Bills Regarding Guard Details—Expenses of Mobilization of State Troops—What the Rations of War Cost—Transportation Charges—Bids Made by the Railroads.

After all, says a Lincoln correspondent of the Omaha Bee, Nebraska, will furnish one company of cavalry to the war department. Troop S of Milford has been accepted, and Captain Culver will at once mobilize his men at Milford, where they will be mustered into the service next Tuesday, a medical officer having been detailed to go to Milford for the purpose of examining the men.

General Barry received a telegram from Congressman Stark, saying that the war department had authorized the raising of three regiments of cavalry at large, and asking if the Milford company wanted in. Barry wired back that Troop S had already tendered its services. Later a message came that Troop S had been accepted and would be mustered in on Tuesday. Captain Culver was at the camp when the news came, but he left for home on the evening train to get his company in shape for the mustering officer.

Since the call was made for two regiments of infantry from this state, and the notice came from Adjutant General Corbin that the state could furnish no cavalry, Captain Culver has been the saddest man in Nebraska. Now that his troop has been accepted, he is the happiest man in the state, and the officers and men of the National guard are almost equally pleased over the good news.

An order was issued by General Bills to the effect that the regiments in camp would alternate hereafter in furnishing companies for guard detail.

Mail is delivered at the camp by the government carrier twice a day, and is left at headquarters of the captain of each company. It is especially requested that those writing to any of the guardsmen specify in the address the official name and regiment of the company. Thus a letter to a man in the Omaha guards should be addressed to "Private Blank, company G, Second Regiment, Camp Alvin Saunders, Lincoln, Neb." The mail carrier will then know where to leave the mail and delays will be avoided. The "Omaha Guards" or the "Lincoln Light Infantry" are not official names.

Lieutenant C. H. Wilson of the Omaha guards has been appointed assistant adjutant general in place of Lieutenant Stotsenberger, who has gone to Omaha to prepare for his duties as mustering officer.

Private G. B. Scrambling of the Thurston Rifles has been detailed as orderly to General Bills, and is now stationed at his headquarters.

The expense of the mobilization of the state troops is no small item. To bring the men to Lincoln cost about \$1 per man, or a total of \$1,500. While in the state service, if kept not to exceed ten days, the men are paid a dollar a day each, while the officers are paid according to what their salaries would be if in the regular army. This would run the salary item of 1,500 men and officers up to about \$1,700 per day. As the number of enlisted men increases under the last order of the governor, so that each company contains eighty-four men, the salary item will reach a total of \$2,200 per day.

The rations of the men while here in camp are costing at the rate of 18 cents per day for each man, or \$360 daily for 2,000 men. The principal items for the daily rations are as follows: Fresh beef 2,000 pounds, at 6 cents per pound, or 1,200 pounds of bacon at 7 1/2 cents; 1,747 pounds of bread at 3 cents; 1,600 pounds of potatoes at 1 cent; 240 pounds of beans at 2 1/2 cents; 240 pounds of sugar at 5 1/2 cents; 130 pounds of coffee at 10 1/2 cents. New bids were received yesterday on these food items, but the prices were not lowered.

The cost of bringing the men to Lincoln, salaries and subsistence for seven days, transportation from Lincoln to Omaha, return or rejected men to place of enlistment in the National guard, and other incidental items will entail a total expense to the state of fully \$17,000.

The representatives of the railroads met at the office of General Perry at 5 o'clock yesterday afternoon to present their bids for transporting the troops to Omaha. The bids of the Burlington, Elkhorn and Rock Island companies were all the same, being \$1.10 per man, including 200 pounds of baggage with each man. The Missouri Pacific's bid was 82 1/2 cents per man, and that company will get the contract. It is agreed that the road shall have twenty-four hours' notice of the move.

There is a big demand for western hay at North Platte, but there is very little for sale. It is worth \$5.50 per ton on the track, about \$2 higher than sixty days ago.

Most of the farmers in Saline county are ready to plant corn. Not in many years has the plowing been so nearly completed at this time of the year.

Plainview is talking of having a Grand Army of the Republic reunion in July, and funds are being solicited for that purpose and the parties are meeting with good success.

The building committee on the proposed Presbyterian church at Wayne held a meeting and among themselves made up what was lacking to raise the \$5,000 with which to build, which will be commenced at once.