all the solemnity and formality of a government act, despite the cable report from Madrid that the peace proposal is of "private nature." The instructions to M. Cambon bear the official signature of Duke Almodovar de Rio, the Spanish minister of foreign affairs, and besides expressing the derives of the cabinet of the government that scace negotiations be opened, they are given the added solemnity of approval and earnest COMMENDS OFFICERS OF THE GLOUCESTER personal request by "Queen Regent Merla Cristina." The instructions bear the date of Madrid, June 25. These formalities diemiss all question in the minds of officials here as to the regularity of the Spanish proposition as expressive of the wishes of the government of Spain. Aside from this M. Cambon is too much of a veteran in di plomacy to have embarked on any private overtures toward peace.

Nothing was heard from the Miles expedition today at the War department, but Captain Higginson, the senior officer of the naval convoy, forwarded a brief cablegram that gave keen delight to the Navy department because of the unstinted praise it accorded to a popular and dashing young officer, "Dick" Wainwright, the commander of the little Gloucester. Wainwright having been commended by his superior, Higginson, for his actions at Guanica, enjoys the solitary distinction of being the only officer attached to Sampson's fleet who has been twice officially commended since the war

Miles Gains a Point.

The War department has reconciled itself to the changes in its plans made by General Miles when he landed at Guanica instead of on the northeast coast, as previously agreed upon. It is surmised that he was led to make this change by reason of the detention of his lighters, and foresaw a week's delay unless he went in where he did. He thus has avoided exposing his troops to the hardships suffered by Shafter's men as they lay off Santiago. It is also suggested that the general has scored an important diplomatic advantage in setting foot upon Porto Rican soil before the first overtures had been received from Spain looking toward peace.

The departure of General Brooke and General Gaines from Hampton Roads, who are expected tomorrow to reinforce General Miles in Porto Rico, is a substantial evi- July dence of the decision of the government not to abate the prosecution of military activity at this stage. The two generals are embarked on rapid liners, and should reach General Miles by next Monday, putting him in possession of a sufficient force to begin the movement on San Juan at once. The second captured battle flag was re-

ceived at the War department today with a brief note from General Shafter as fol-"Fragment of Spanish flag captured by

the Thirteenth United States infantry at San Juan July 1.

Inspector Breckenridge, who has been member of General Shafter's staff, called five knots. at the White House this afternoon and described to the president the conditions existing there when he left, July 20. He spoke particularly of the remarkable enthusiasm displayed by the United States troops there and of their cool, brave conduct under fire. He also minimized the yellow fever conditions and said the troops

NITRO GLYCERINE EXPLODES

Five Men Instantly Killed and Twelve Others Injured, Some Patally.

PINOLE, Cal., July 27.-At 1:40 this morning, an explasion took place in the nitro glycerine bouse of the Pinole Powder company. No one was in the building. A to clear away the debris crew was and at 4:17 terrific explosion took place, killing five a.cu and injuring twelve others, ome fourth, perhaps. The following is a list of the killed and wounded so far as known;

Killed. J. P. ALVAREZ. HERBERT STRATTON.

PATRICK MURPHY. JOHN ASHE. AN UNKNOWN MAN. Wounded.

W. Evans. Gus Sandal. Thomas Stout Joseph L. Walton. M. Welsh. Robert Braghoff John O'Neill.

J. B. Rice. John Brunton. K. B. Quinas.

Particulars are very meager, owing to the inaccessibility of the works. Some unknown miscreant caused the first explosion. This fact has been definitely established by the finding of a piece of

fuse, five feet long, under the mixing house, Opium Joint Raided.

E. C. Barber was arrested in an opium den at 309 North Twelfth street last night In an unconscious condition, due to the nar cotic. Two other smokers managed to esleaving most of their clothes behind, before the officers broke in the door. A complete smoking apparatus was also cap-

Weak Tired. Nervous Thousands are in

this condition. They are despondent and gloomy, cannot sleep, have no appetite, no energy, no ambition. Hood's Sarsaparilla soon brings help to such people. It gives them pure, rich blood, cures nervousness, creates an appetite, tones and strengthens the stomach and imparts new life and increased vigor to all the organs of the body.

Hood's Sarsaparilla

Is the One True Blood Purifier. All druggists. \$1. Hood's Pills ours all Liver Illa. 25 cents.

The Omaha Bee Map of Cuba Coupon Present this Coupon with

10c for A Map of Cuba. A Map of the West Indies. And a Map of the World,

By Mail 14 cents.

The Omaha Daily Bee

* EXPOSITION ------ PHOTOGRAVURE * COUPON .

This coupon and 10 Cents will obtain three photogravures of the Exposition. BY MAIL, 2c EXTRA.

HIGGINSON SENDS

Notifies Navy Department of the Success of Expedition to Perio Rico.

Note Very Formal and Contains Nothing but Statement of Bare Facts of Arrival and Landing.

WASHINGTON, July 27 .- The Navy department today posted the following dispatach from Captain Higginson, in command of the naval expedition, which went to Porto Rico with General Miles:

ST. THOMAS, July 26 .- (Received Washington, July 27, 1898, 1:30 a. m.)—Se retary of the Navy, Washington: Arrived here with General Miles and the United States troops today at 9:15 a. m. Landed them safely. There are no batteries outside. Gloucester entered the harbor, landed company of sailors, under command of Lieuten-ant Harry P. Huse, U. S. N., and Lieuten-ant Wood. Dispersed small company of ant Wood. Dispersed small company of Spanish soldiers. Hoisted flag. Commend Spanish soldiers. Hoisted flag. Commend Lieutenant Commander Richard Wainwright and officers for gallantry in capturing Guanica. Fransports discharged without any opposition, assisted by bonts of Massa-

I have telegraphed Admiral Sampson Port Guanica, Porto Rico, July 25, 1898.

FIGHT AS SEEN FROM THE IOWA

Captain Evans Reports on the Part Played by His Ship in the Contest. Captain Robley D. Evans, commanding

the lows, gives the following account of his ship's action during the engagement: UNITED STATES SHIP IOWA, FIRST RATE-Off Santiago de Cuba, July 4. Sir: I have the honor to make the follow-ing report of the egagement with the Spanish squadron off Santiago de Cuba on July 3:
1. On the morning of the 3d, while the

fress crew was at quarters for Sunday inspection the leading vessel of the Spanish squadron was sighted at 9:30 coming out of the harbor of Santiago de Cuba. Signal "Enemy's ships coming out" was immediately hoisted and a gun fired to attract attention. The call to general quarters was sounded immediately, the battery made ready for firing and the engines rung full

The position of this vessel at the time of sighting the squadron was the usual blockading station off the entrance of the narbor, Morro castle bearing about north, and distant three or four miles. The steam it this time was sufficient for a speed of

After sighting the leading vessel the Infanta Maria Teresa, it was discovered that it was followed in succession by the three remaining vessels of the Spanish squadron, the Vizcaya, Cristobal Colon and Almirante Oquendo. The Spanish speeds was about eight or ten knots, which was steadily increased as they cleared the harhad been fully prepared in advance for its of about 800 yards between vessels. The squadron moved with precision and stations were well kept

Immediately upon sighting the leading vessel, fires were spread and the lowa had headed toward the leading Spanish ship. About 9:50 the first shot was fired from this ship at a distance of about 6,000 yards. course of this vessel was so laid that the range speedily decreased. A volume of shots were fired at various distances. The range was rapidly reduced to 2,500 yards and sub-sequently to 2,000 and 1,200 yards.

When it was certain that the Maria Teresa would pass ahead of us the helm was put to starboard and a starboard broadside fired. The ship hurried across the bow of the second vessel, and as it drew ahead it received in turn the full weight of our star-board, broadside at pard broadside at a range of about yards. The lows was again headed off with port helm for the third ship and as it ap-proached the helm was put to starboard un-til our course was approximately that of the Spanish ship. In this position at a range of 1,400 yeards the fire of the entire battery, including the rapid fire guns was

poured into the enemys' ship. 6. About 10 o'clock the enemy's torped.) destroyers Furor and Pluton were observed to have left the harbor and to be following the Spanish squadron. At the time that they were observed, and in fact most of the time that they were under fire, they were at a distance varying from 4,500 and 4,000 yards. As soon as they were discovered the secondary battery of this ship was turned upon them, while the main battery continued to engage the Vizcaya, Oquendo and Maria Teresa. The fire of the main battery of this ship when the range was below 2,500 yards was most effective and destrucing headed for the beach. Their colors were struck about 10:20 and they were beached

about eight miles west of Santiago. About the same time, about 10:25, the fire of this vessel, together with that of the Gloucester and another smaller vessel, proved so desructive that one of the tor-

Oquendo and Maria Teresa on fire and and fought and supplied its batteries the ashore, this vessel was ordered to fire on the Vizcaya until 10:35, when a signal to cease firing was sounded on board, it have rendered meritoricus service to the country bear discovered. cease firing was sounded on board, it hav-ing been discovered that the Vizcaya had struck its colors.

ity of the Vizcaya, which had been run ashore, and, as it was evident that it could not catch the Cristobal Colon, and that the Oregon, Brooklyn and New York would, two steam cutters and three cutters were immediately hoisted out and sent to the Vizcaya, to rescue her crew. Our boats succeeded in bringing off a large number of officers and men of that ship's company placing many of them on board the Ericsson and the auxiliary dispatch vessel Hist. 10. About 11:30 the New York passed in chase of the Cristobal Colon, which was

endeavoring to escape from the Oregon, Brooklyn and Texas. 11. We received on board this vessel from the Vizcaya, Captain Eulate, the comnanding officer, and twenty officers, together with about 248 petty officers and men, of whom thirty-two were wounded. There were also received on board five dead bodies, which were immediately buried with the honors due to their grade.

The battery behaved well in all reside during the early part of the engage-ment, by two projectiles of about 6-inch caliber, one striking the hull two or three feet above the water, and almost directly in line with the berth deck, piercing the ship's sides between frames nine and ten, and the cofferdam, between frames eighteen and

nincteen The first projectile did not pass beyond the inner bulkhead of the coffer dam A 41-43. The hole made by it was large and ragged, being about sixteen inches in a longitudinal direction and about seven inches in a vertical direction. It struck with a slight inclination aft and perforated the coffer dam partition bulkhead A 41-43-45-47. It did not explode and remained in the coffer dam. The second projectile pierced the side of the ship and the coffer dam A 15, the upper edge of the hole being immediately below the top of the coffe dam in the berth deck in apartment A 105 The projectile broke the hatch plate an coaming of the water tank compartment, exploded and perforated the wails of the chain locker. The explosion created a small fire, which was promptly extinguished. The hole in the side made by

truck the hammock nettings and the side

There are no casualties among the ship's ompany to report. No officer rajured during the engagement. No officer nor man was

After having received on board the resued crew of the Vizcaya this vessel pro-ceeded to the cantward and resumed the blockading station in obedience to the signal made by the commander-in-chief about 11:30. On arriving on the blockeding sta-Gloucester transferred to this essel Rear Admiral Cervera, his flag, lieutenants and the commanders of the Furoi and Pluton, and also one man of the Oquendo's crew rescued by the Gloucester. Naval Cadets Frank Taylor Evens and John E. Lewis and five men belonging to the Massachussetts were on board the lowa when the enemy's ships came out. They were stationed at different points and ren-dered efficient service. The officers and men of this ship behaved admirably. No set of

nen could have done more gallant service. I take pleasure in stating to you, sir, that the coolness and judgment of the executive officer, Lieutenant Commander Raymond P Rodgers deserves to, and will, I hope, ceive a proper reward at the hands of the government. The test of the executive offers work is the conduct of ship and crew in battle-in this case it was simply superb. The coolness of the navigator, V. H. Scuetze, and of Lieutenant F. K. Hill, in charge of the rapid fire gans on the upper deck, are worthy of the greatest commendaion. Other officers of the ship did not ome under my personal observation, but the result of the action shows how well they did their duty.

I cannot express my admiration for my magnificent crew. So long as the enemy showed his flag they fought like American seamen; but when the flag came down they eere as gentle and tender as American

Allow me to congratulate you on the respectfully, R. D. EVANS,
Captain U. S. N. Commanding. To the Commander-in-chief Unite Naval force, North Atlantic station.

CAPTAIN CLARK'S TERSE TALE But for Skill of Oregon's Crew Two Ships Might Have Succeeded in Running Away.

WASHINGTON, July 26.-Following is the report of Captain C. E. Clark, of the STATES OREGON, FIRST RATE, OFF SANTIAGO DE CUBA, July

1. I have the honor to report that at a. m. yesterday the Spanish fleet was discovered standing out of the harber of Santiago de Cuba. They turned to the westward and opened fire, to which our ships replied vigorously. For a short time there was an almost continuous flight of projectiles over this ship, but when our line was fairly engaged, and the Iowa had a swift advance as if to ram or close, the enemy's fire he came defective in train, as well as range, The ship was only struck three times, and least some of them were by fragments o shells. We had no casualties.

2. As soon as it was evident that the enemy's ships were trying to break through and escape to the westward, we went ahead at full speed with the determination of carrying out our order—"If the enemy tries to escape, the ships must close and engage as soon as possible, and end nvor to sink his vessels or run them ashore." passed all our ships, except the Brooklyn, bearing the broad penant of Commodore Schley. At first we only used our main battery, but when it was discovered that the enemy's torpedo boats were following their ships, we used our rapid-fire guns as well, as the sixes upon them, with telting effect. As we ranged near the sternmost of the ships it headed for the beach, evidently affre. We raked her as we passed, pushing on for the next shead, using our starboard guns as they were brought to bear and before we had it fairly abeam, it too was making for the beach.

The Chase.

The two remaining vessels were now some distance ahead, but our speed had increased to sixteen knots and our fire, added to that of the Brooklyn, soon sent another, the Vizcaya, to the shore in flames. Only the olon was left, and for a time it seemed as though it would escape, but when we opened with our forward turret guns and the Brooklyn followed, this vessel began to edge toward the coast, and its capture or destruction was assured. As it struck the beach its flag came down and the Brooklyn signalled, "Cease firing," following it with, "Congratulations for the grand victory thanks for your splendid assistance."

 The Brooklyn sent a bont to it and when the admiral came up with the New Fork and Texas and Vizen it was taken ossession of. A prize crew was put aboard rom this ship under Lieutenant Com-nander Cogswell, the executive officer, but pefore 11 p. m. the ship which had been illing in spite of all efforts to stop leaks was abandoned, and just as the crew left i ent over on its side.

4. I cannot speak in too high terms of the bearing and conduct of all on board this ship. When they found the Oregon tive and after a continuance of this fire for perhaps twenty minutes, it was noticed that Teresa and Oquendo were in flames and beenemy's vessels, which if overtaken would engage them, their enthusiasm was in

All Credit to Oregon's Crew.

5. As these vessels were so much more heavily armored than the "Brooklyn" sedo boat destroyers (Pluton) was sunk, and might have concentrated upon and over the Furor was so much damaged that it was powered it and consequently I am persuaded run upon the rocks. run upon the rocks.

S. After having passed, at 10:35, the of the Oregon steamed and steered the ship and supplied its parteries the try, and while I cannot mention the each officer and man individually I am At 11:00 the Iowa arrived in the vicin- going to append a list of the officers with the stations that they occupied, hoping it may be of service to them should the claims of others for advancement above then ever be considered. Here Captain Clark gives a list of the officers and their positions in the fight.

CAPTAIN PHILIP IS MODEST

Briefly Describes the Part the Texas Played in the Great Naval Buttle.

UNITED STATES SHIP TEXAS. OFF SANTIAGO, July 4, 1898-Sir: In accordance with the requirements of navy regulations I respectfully submit the following statement in regard to the part the Texas took in the engagement with the enemy yes-

terday:
At daylight on the morning of the 3d the The battery behaved well in all reThe dashpot of the forward 12-inch amaged in the engagement of July about three miles from Morro. At 9:35, the mg been replaced the same day by gun, damaged in the engagement of July about three miles from Morro. At 9:35, the came out one by one, and continued the according been replaced the same day by Morro bearing N. by N. E. 12, distant 5,100 tion later by firing principally on the Maria trouble during this engagement. This ship standing out of the harbor. Immediately was struck in the hull, on the starboard general signal 250 was made; this signal these vessels. Our secondary battery guns was followed by the lowa's almost at the same time. The ship, as per orders, was headed in toward the entrance; went ahead full speed, putting helm hard astarboard and ordering forced draft on all boilers, the

officer of the deck, Lieutenant M. L. Bristol, having given the general alarm and beat to quarters for action at the same time.

As the leader, bearing the admiral's flag, appeared in the entrance, she opened fire. which was, at 9:40, returned by the Texas at a range of 4,290 yards, while closing in. The ship leading was of the Vizcaya class and the flagship. Four ships came out, evidently the Vizcaya, Oquendo, Maria Teresa and the Colon, followed by two torpede boat destroyers. Upon seeing these two, we immediately opened fire upon them with our secondary battery, the main battery at the time being engaged with the second and third ships in line; owing to our secondary battery, together with the lowa and Glouester, these two destroyers were forced to seach. Whilst engaged with the third in line, which was abreast and engaging the Texas, our fire was blanketed for a short time by the Oregon forging ahead and engaging the second ship. This third ship, after a spirited fire, sheered in shore, and at 10:25 ran up a white flag, we then ceased fire on the third, and opened fire with our forward guns at long range.

bridge and smoke stacks indicting triffing the beach and hauled down its colors, leav-damage and four other small projectiles lag them on deck at the foot of its flagsing. ing them on deck at the foot of its flagstaff. We shut off forced draft and proceeded at

moderate speed to close up.

I would state that during this chase the Texas was holding her own with the Colon; it leading us about four miles at the start. The reports of the executive officers and the surgeon are transmitted. I have the pleasure of stating that the entire battery of the Texas is in a most excellent condition and ready for any service required by the commander-in-chief, especially calling attention to the efficiency of the two turret guns due to the alterations recently Lieutenant F. W. Haesler of this ship. The bearing and performance of duty of all officers met with my entire approval. V
respectfully submitted, J. W. PHILIP,
Captain U. S. N. Commandin To Commander-in-chief, North Atlantic

PART PLAYED BY GLOUCESTER

Commander Wainwright Unstinted in His Praise of Action of Subordinates.

UNITED STATES SHIP GLOUCESTER. F SANTIAGO, July 6., 1898.—Sir: bave the honor to report that e battle of Santiago on officers and crew of the the cester were uninjured and the vessel was not injured in hull or machinery, the battery only requiring some slight overhaul-

I enclose herewith a copy of the report of the executive officer, made in com-pliance with paragraph 255, page 10, naval regulations, which report I believe to be correct in all particulars. I also enclose copies of the reports of the several officers which may prove valuable for future reference

3. It was the plain duty of the Glaucester to look after the destroyers, and she was held back, gaining steam, until they ap-peared at the entrance. The Indiana poured in a hot fire from all her secondar. teries upon the destroyers, but Captain Taylor's signal, 'Gunboats close in,' gave se-curity that we would not be fired upon by our own ships. Until the leading destroyer was injured, our course was converging, necessarily, but as soon as she slacked her speed, we headed directly south of the ship, firing the batteries as the opportunity of-

4. All the officers and nearly all the men deserve my highest praise during the action. The escape of the Gloucester was mainly due to the accuracy and rapidity of the fir The efficiency of this fire, as well as that of the ship generally, was largely due to the intelligent and unremitting efforts of the executive officer, Lieutenant Harry F Huse. The result is more to his when it is remembered that a large proportion of the officers and men were untrained when the Gloucester was commissioned Throughout the action he was on the bridge and carried out my orders with great cool-ness. That we were able to close in with the destroyers—and until we did so, they were not seriously injured—was largely due to the skill of First Engineer George McElroy. The blockers were put on and the speed sent to seventeen knots, without caus ing a tube to leak. Lieutenant Thomas C. Wood. Lieutenant George H. Norman, jr., and Ensign John T. Edson, not only trolled the fire of the guns in their divisions and prevented waste of ammunition, but they also did some excellent shooting themselves. Acting Assistant Surgeon Bransford took charge of one of the guns and fired it himself occasionally. Acting Assistant Paymaster Alexander Brown had charge of the two Colt guns, firing one himself, and they did excellent work. Assistant Engineer A. M. Proctor carried my orders from the bridge and occasionally fired a gun when I found it was not being served quite satisfactorily. All were cool and active at a time when they should have had but little hope of escaping uninjured,

5. Lieutenants Wood and Norman Ensign Edson and Assistant Engineer Proctor were in charge of the boats engaged in saving lives. They risked their lives re-peatedly on board and remaining near the saving lives two destroyers and the two armored cruis ers, when their guns were being discharged by the beat and their magazines and boilers were exploding. They showed great skill it landing and taking of the prisoners through the surf

6. Of the men mentioned in the several reports, I would call especial attention to John Bond, chief boatswain's mate. should have been recommended to the department for promotion prior to his gallant conduct during the action of July 3. I would also recommend your attention to Robert P. Jennings, chief machinists, menioned in the report of Mr. McElroy. I believe it would have a good effect to recog-nize the skill of the men and the danger incurred by the engineer's force. I would also recommend that the acting appointments of those men mentioned by the offi-cers in their reports be made permanent. 7. The wounded and exhausted prisoner were well and skilfully tended by Assistant

Surgeon Bransford, assisted by Ensign Edon, who is also a surgeon. 8. The admiral officers and men were treated with all consideration and care possible. They were fed and clothed as far as our limited means would permit. Very respectfully.

RICHARD WAINWRIGHT,
Lieutenant Commander, U. S. N.,
Commanding.
To the Commander-in-Chief, United States Naval Forces, North Atlantic Station.

REPORT FROM THE INDIANA Only Participated in Fight at Harbor Entrance—Sent Back to Guard that Point.

UNITED STATES SHIP INDIANA, FIRST RATE, OFF SANTIAGO, July 4, 1898.—The Commander-in-chief, United States Naval Forces, North Atlantic Station,—Sir. I Forces, have the honor to submit the following re-port of the operations of the Indiana in the

2. At 9:37 a. m., while the crew were at quarters preliminary to general muster. noted two guns fired from the Iowa and general signal "Enemy's ships escaping" flying. At once cleared ship for action and the crew were at the guns in a remarkably short time, all officers and men showing an alacrity that indicated clearly their pleasure at the opportunity offered for them.

 The Spanish squadron was seen emerging from the harbor, and in a few moments a general action ensued. The leading ship which proved to be the Infanta Maria Teresa flying the flag of Vice Admiral Cervera, was followed by the other vessels of the squadron as follows: Vizcaya, Cristobal Celon, Oquendo and the torpedo boat destroyers Furor and Pluton. The enemy's vessels headed to the westward and our ships headed in the same direction, keeping as nearly abreast of them as possible

This ship fired on all of them as they were directed principally on the destroyers as also were the six-inch guns. The destroyers were sunk through the agency of our guns and those of the Gloucester, which vessel had come up and engaged them clos The initial fire of the last two ships

was directed at this vessel, and although twice, without any injury to ship or crew.

6. Our ranges were obtained by angles on Morro as the ships emerged and then by angles on the tops of the rear ships. The ranges were from 4.500 to 3,000 yards, observed from the top. From the bridge could see that our shooting was excellent and showed its effects. One of our 13-inch shells was seen to enter the Maria Teress under the quarter deck and explode, and that ship was observed on fire very shortly

About 10:15 a. m. observed the Maris Teresa and Oquendo on fire and heading for the beach, the fire from their guns having ceased. We then devoted special attention to prevent the escape of the destroyers which appeared more than a match for the Gloucester, it being the only small vessel near to engage them. They were soon seen tinguished. The hole in the side made by this projectile was about five feet above water line and about two or three feet above the berth deek. One fragment of this shell struck a link of the sheet chain, wound around the six-pounder ammunition hoist, cutting the link in two Another perforated the cofferdam on the port side and slightly dished the outside platting. These two wounds fortunately were not of serious importance. Two or three other projectiles of small caliber struck about the upper.

hall and informed us by megaphone that a Spanish battleship was sighted to the eastward standing toward us. enstward standing toward us. Later the Harvard passed, confirming the information and adding that the ship was pointed white. We made out the vessel shead and steered for her with our guns bearing. She proved to be the Austrian armored chilser Kalseria Maria Theresa. She sent an officer on board and requested permission to enter the harbor. I referred him to the commander-in-chief. She then stood on to the westward and we resumed our station.

10. During this action we used no armor

plercing shell except the smokeless powder six-pounders, and the good effect of the common shell is shown by the effect on the enemy's ships and the short time taken to disable them without piercing their armor, and with almost no injury to our

ships.
11. The guns and mounts worked well, only two failures of electric primers noted.

12. During the afternoon sent boats with surgeon on shore to the burning vessels to assist in caring for the wounded. The boats returned bringing one wounded officer eventeen men as prisoners.

13. The conduct of the officers and cres was in every respect commendable, cool-ness and good discipline prevailing, coupled with the marked enthusiasm. This desirable condition of affairs is largely due to the efforts of the officers, and I desire to commend to the commander-in-chief the commend to the commander-in-chief the executive officer, Lieutenant Command ohn A. Rodgers and all the officers of the ship for the part taken by the Indiana in bringing about this great victory and the complete destruction of the enemy's squad-

n. Very respectfully, H. C. TAYLOR, Captain Commanding. commander-in-chief United States Naval Forces on North Atlantic station.

NEW YORK TRIES TO ENGAGE Has a Long, Stern Chase, but Rapidly

Gains on the Flying

Spaniards. WASHINGTON, July 27 .- The following reports of Captain Chadwick of the New York, Captain Taylor of the Indiana, Captain Philip of the Texas, and Lieutenant Commander Wainwright of the Gloucester on the destruction of Cervera's fleet which vere included in Admiral Sampson's report vere made public today:

UNITED STATES FLAGSHIP NEW YORK, FIRST RATE, Playa del Este, July 4, 1898. Sir: I have the honor to make the following report of the part taken by this ship in the action of yesterday during and following the sortie of Admiral Cervera's

2. The ship had started at 8:50 for the army landing at Siboney, the commander-in-chief having an oppointment with the general commanding the army. A few entrance. The helm was at once put over, the crew called to general quarters, signal "Close in towards the harbor entrance and attack vessels" was made and orders given o spread all fires, and the ship headed back for the enemy, whose ships were seen suc ssively coming out at a high speed. lagship, lufanta Maria Teressa was first. then another armored cruiser of the same lass (which turned out to be the Vizcaya), followed by the Christobal Colon, an arm-ored cruiser (Oquendo), and the torpedo boat destroyers Furor and Pluton.

This ship fired some four-inch shells at the one hearer the port toward which it was already headed and seemed attempting to return, but it was already practically out protest from Red Cloud, Raymond Smith the light, the boiler of the more advanced one had blown up showing a vast S. D., to the column of condensed steam. During the structing a wire time the batteries, whose line of fire we had ed close to, repeatedly fired upon us, but without effect. No return was made to this fire. A shell from the west battery fell within 200 yards of the ships when we were over four miles to the westward, and we had thought ourselves entirely out of range. This ship stood on, leaving the Gloucester, which had shown herself so capable, to look after the survivors in the torpedo boats. this time as second cruiser was ashore and burning (the Almirante Oquendo) while the third, the Vizcaya and the Christobal Colon were still steaming rapidly westward. The Indiana was now signalled (11:26 a. m.) to return to her blockading position, to look after anything which might be there Shortly afterward the Vizcaya turned shore ward and smoke began to issue from her after-part. By the time she went ashore on the reef at Aserraderos (fifteen miles west of Santiago) she was ablaze. The Iowa had signaled a little before that it had surrendered and stopped off this place where

she gave much assistance in the rescue of the Vizcaya's people. 4. This ship stood on in chase of the Christobal Colon with a head of us the Brooklyn, Oregon, Texas and Vixen, the Oregon being much nearer in shore of the two headmost ships but not in gunshot. We were rapidly increasing our speed.
5. It was evident, however, that the Colo

would give us a lengthy chase, and at noon the crew left quarters and went to dinner. Oregon Settles the Chase. 6. About 12:50 the Oregon opened fire and ome of her shell were observed to strike peyond the Colon; this made her capture a oregone conclusion, and shortly after 1 action of July 3, with the Spanish squadron struck her colors. She had been beached at time we arrived alongside the Brooklyn Captain Cook, the boarding officer, came alongside this ship and reported. This ship then sent a boat to take possession, the commending officer going in the boat. I was received by the commodore of the squadron, the captain, Captain de Naviodon Emelio Moreu and Captain de Davio of the first-class, Don Jose de Paredes y Thacon (which latter had been civil governor of Santiago and had only just been attached to

he squadron.) I arranged for the transfer of the erew and officers, a division to each ship present and the engineer force to be left aboard. While aboard, however, the Resolute ar-tived and it was arranged to transfer the whole number to her.
7. I had taken with me the fleet surgeon,
in engineer and the carpenter to examine nd make secure everything necessary. The

Ekstahed from Life

closely pursued by the Brooklyn, Oregon engineer reported to me that she was mak-The flagship, ing water att. I had previously had sound to the west- inga taken and found eight feet at the bottom of the sound the sound of the sound to the sou New York, steaming full speed to the west- ings taken and found eight feet at the bow ward, as soon as the Vizzaya surrendered, and seventy at the stern, so but a small signaled us "Go back and guard cutrance of harbor." Several explosions were observed on board the burning ships. At noon turned and stood to the castward for our station in obedience to the above signal, observed the Harvard and several transports from the ship. Our work of closing water-standing to the westward. standing to the westward.

9. About 12:30 the Resolute came within a large number of sea valves having been hall and informed us by megaphone that trencherously opened and the valves so

hted to the broken as to make it impossible to close Later the them; the ship thus slowly settled. At 7:30 o'clock it came out into deeper water. The officer in charge (Lieutenaut Commander Cogewell) had let go an anchor, water. but as it was clear that if it went down in water of the depth in which it was, it could never be recovered, this ship's stem was placed against her quarter, and later a lim being taken from our own boat to it, the Colon was forced in shore. It was by this time dark, but using a searchlight, we are able to reach the beach, the chain being very probable it may be saved. 8. At 11 p. m. the flagship returned to

leaving the Texas and Oregon in Santiago: charge of the prize.

9. Though the ship was not able to come to action with any of the larger ships, or account of its distance to the eastward every plece of machinery was strained to d so, and all was done that could be don our speed had rapidly increased so that we were going sixteen knots at the end. were immediately astern, while all other considerably to scaward. We wer thus in a position to prevent a doubling to the rear and escape to the south

east. 10. The officers and crew, as they always have done, acted in the most enthusiastic and commendable manner. worked into so complete a system that the ship is practically instantaneously ready for action, and while all are deserving of com-mendation and credit, I think it no derogation from the deserts of others to particularly name Lieutenant Commander Potter to whom, as executive officer, so much o neer McConnell, who has kept the machin cry in the admirable order which has en-abled us at all times to develop the ship's full speed. Very respectfully, F. E. CHADWICK, Captain U. S. N., Commanding.

NO MONEY FOR CAR FARES

Request of Temporary Inspectors of Customs at the Exposition is Denied.

WASHINGTON, July 27 .- (Special Telegram.)-Some time ago some temperary aspector of customs at the Transmississippi Exposition filed a request with Assistant Secretary of the Treasury Howell, asking that a certain amount of money over and above their salaries be appropriated for street car fares and luncheons in view of the exacting nature of their work, long hours and distance from the custom house. As sistant Secretary Howell, upon the request of Senator Thurston, referred the entir few matter to an inspector stationed at Chi minutes after the crew had been called to cago, who has now made a report against quarters for Sunday inspection, firing was allowing it, upon what grounds Secretary allowing it, upon what grounds Secretary heard and a ship was seen leaving the harbor Howell fails to state in his letter to Seaator Thurston.

Secretary Cox of the Board of Govern ment Control of the Transmississippi Ex position, who returned from Omaha early this week, states that there will be a meet ing of the full beard at the Agricultura department next Tuesday. The question of the allotment of funds and terminal charge will be taken up in addition to routine matters. Mr. Cox is enthusiastic over the exposition and believes that August, Sep-The nearer ships had immediately en- | tember and October will be the three bla gaged and by the time we were off the en-trance, the flagship was afire, and soon pronounces the architectural designs of the ashore, the Indiana and Gloucester were buildings and their symmetrical grouping about the lagoon artistic in the highest deactively engaged with the torpedo boats. buildings and their symmetrical grouping

The Indian commissioner has received a

project of con fence along northern and western border of the reservation. The protest is endorsed by Senator Pettigrew and severely arraigns Major Clapp and Inspector McLaughlin. The Indians assert that to take money for the construction of the fence from the funds to their credit in the treasury would be a violation of treaty rights. It is intimated here that the reds who signed the petition were prompted to do so by interested parties. The Indian commissioner is much surprised at the objection to the fence, as the matter was voted upon by the Indians and almost to a man they favored the project. An inspector will probably be detailed to make a thorough investigation of the question. The Indian commissioner today made al-

lowances to be expended for medical attendance at the Indian schools as follows Omaha, \$500; Pierre, S. D., \$300; Rapid City, S. D., \$450. Thomas A. Healey was today appointed

postmaster at Milford, Seward county, Neb., vice A. M. Mustain, removed.

HOTELS.

-HOTEL BARKER-3TH AND JONES STREETS, OMAHA 140 OUTSIDE ROOMS. American Plan\$1.50 and \$2.00 per day European Plan 50c to \$1.00 per day European Plan....... 50c to \$1.00 per day FRANK BARKER, Manager. SAM BAUMAN, Chief Clerk.

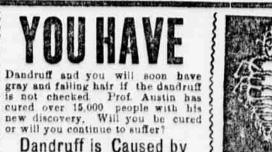
THE BRUNSWICK

Cor. 16th & Jackson Sts. J. C. Griffin, Prop. 159 Rooms—All modern Improvements. Rates—American Plan, 32.00 to \$3.00 per day. European Plan, \$1.00 per day and upwards. Car line to and from all depots. Direct car line to main entrance of Exposition. MURRAY HOTEL,

14th and Harney St. American Plan-3 to 4 dollars per

THE MILLARD

13th and Douglas Sts., Omaha -AMERICAN AND EUROPEAN PLAN-J. E. MARKEL & SON, Props.



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Which destroys the roots of the hair and ultimately produces baldness. Prof. J. H. Austin, Dermatologist and Scalp Specialist, has after 20 years of practical investigation discovered and antiseptic (extracted from soft

Dandruff is Caused by

cured over 15,000

PREE MICROSCOPIC EXAMINATION OF HAIR AND SCALP At Consulting Rooms 526 Austin's Antiseptic Dandruff Destroyer and New Hair Grewer.

AMISEMENTS.

NEGRO ACTORS

At the Boyd, Friday evening July 29. The people of this city will have a chance

of a legitimate drama when-Miss Victoria E. Overall,

merly of this city, but now of Kansas

"Fanchon the Crickett"

for one night only, supported by the Kane paid out at the same time, if thus sank in sas City Dramatic Club. The company is a very moderate depth of water and it is said to be one of the finest of its kind in the west. Popular prices will prevail. Scence your

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AND SUNDAY.

THE CARPOS BROS. The World's Greatest Aerobats. **MOORE & KARCHER** WILLS AND LORETTO Jerry HART & LEO Beatrice

KEATING AND WINCHESTER AND OTHERS. Trocudero Challenge Orchestra. Direction Franz Adelman.
REFRESHMENTS-Garden. Theater. All New People Next Sunday

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The New Burlesque Clifford's Benutiful Scenes of Living Pictures.

GIRAD'S VAUDEVILLE

'oming-Clifford's Savoy Stock Co.

Visit Clifford's Casino-East Midway. The Creighton | Parton & Burgers, Tel. 15aL O. D. Woodward, Amusement Director. TONIGHT, S:15.

Next Week-

THE WOODWARD STOCK CO. PRESENTING 'All the Comforts of Home' Next Week-"Fair Rebel."

Trained Wild Animal Show. IN THE DEN OF LIONS.

MERRY--GO--ROUND 15th and Capitol Ave.

Capture the Brass Ring and Ride Again FREE.

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Wait GREAT WILSHIRE OSTRICH FARM August 1st

SWEPT BY COOL BREEZES. THE PLACE FOR SOCIETY.

CONTINUOUS VAUDEVILLE.

CALIFORNIA OSTRICH FARM Street cars from depots and from hotel to Exposition Grounds in fifteen minutes.

B. SILLOWAY, Manager

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House on West Midway. ROLLER CHAIRS, JINRIKISHAS CAMP STOOLS, SEATS FOR FIRE-WORKS, CONCERTS, ETC. Ask

Stand No. 1, "Schley," Administration Arch Stand No. 2, "Dewey" West Midway, Stand No. 3, "Hobes J.", North vinduct, Stand No. 4, "Sampson," South vinduct. CUMMINS, Exposition Grounds,

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