

THE ARMY OF INVASION.

The Censor Has Permitted Its Embarkation at Tampa to Be Sent Out.

Tampa, Fla., June 11.—The army of invasion is now embarked on a large fleet of swift transports. The first official notification of the time for movement came in the form of a general order posted on May 31. The embarkation assumed definite shape on Monday afternoon, June 6, when the First United States Infantry, Major General Shafter's old command, first famous in the history of the army, was given the honor of embarking. The regiment marched down the long pier at Tampa, with their band playing, and greeted the most intense enthusiasm. During the balance of the afternoon and until daylight next morning the embarkment was resumed with the utmost vigor. All day Tuesday the wharves were a moving mass of excited humanity. Late in the afternoon every commanding officer was ordered to get his regiment in readiness for movement, and afterwards word was sent out to send the troops upon the transports as rapidly as possible. Trains of coaches and cars of all kinds were placed on sidings, baggage, arms and ammunition were hurried on board. On Tuesday evening, about 8 o'clock, Lieutenant Miley, who was in the hotel telegraph office with General Miles, was seen to rush into the hall toward General Shafter's apartments. The two returned rapidly to the telegraph office. A regular operator was evicted, the office doors were closed and Captain J. E. Kelly, the censor, took the key. General Miles and General Shafter were placed in direct communication with the war department and a half hour's conversation ensued. The termination of the result in hurried whispered conferences among the lesser officials, followed by a wave of excitement. "The army of invasion is to depart," was the word passed along by the soldiers. Scurrying feet hurried to and fro, while horses flecked with foam sped from camp to camp, special trains were hurriedly coupled and baggage piled on board. All during the night the feverish rush continued. (The above dispatch stopped short, probably because of the censor's blue pencil.)

LANDED RIFLES.

Also Did Execution Among Spanish Cavalrymen.

Special Cable Dispatch to the New York Herald, London Times and The Houston Post, Copyright, 1898, by James Gordon Bennett. Santiago, Jamaica, June 11.—The military gunboat Vixen has succeeded in landing 400 rifles, five tons of provisions and 60,000 rounds of ammunition for the insurgents at Aserradero. Spanish cavalry interfered with the Vixen's shells did great execution among them. Aserradero, or serradero, is a small village on the northeastern coast of Cuba. It is about far to the west of Santiago de Cuba. Guantanamo is to the east.

King's Cross and Remembrance, led with coal, sailed nominally for Colon, but really for Porto Rico. They have made twenty knots on trial trip.

No Bombardment Friday.

Special Cable Dispatch to the New York Herald, London Times and The Houston Post, Copyright, 1898, by James Gordon Bennett. Havana, June 11.—There was no further bombardment of Santiago de Cuba today, but some of the American ships fired several shots at El Quiñ, about thirty miles from Santiago de Cuba, where there are some mines owned by Americans. Colonel Aldea, who has been operating in the province of Santiago de Cuba routed the insurgents in a battle at Montecristal. The bodies of fourteen insurgents were left on the field.

RECTOR-WHEELER—Manor, Texas, June 10.—W. B. Rector and Miss Guy Wheeler were married at the Methodist church Wednesday evening. Rev. James Kilgore of Calvert officiating. The attendants were Misses Bret Hart and Elizabeth Wheeler, Maid and Sallie Rector and Miss Ella Hogsett of Fort Worth. Messrs. W. E. Allisen and E. Higgins of Austin were ushers.

SACOGOCHEES—The election held here for the purpose of incorporating for the district school system resulted in an overwhelming majority in favor of incorporation—165 for, 54 against.

PREP AT THE DELAY.

SAMPSON AND HIS MEN KNOW DANGER OF DELAY.

Cervera Being Given Every Opportunity to Place His Guns for a Hard Defense.

(Special Cable Dispatch to the New York Herald, London Times and The Houston Post, Copyright, 1898, by James Gordon Bennett.) On Board the Herald-Post's Dispatch Boat Sommers N. Smith, off Santiago, June 7, via Kingston, Jamaica, June 11.—"If I had ten thousand troops I could occupy Santiago within twenty-four hours." This is Admiral Sampson's statement of the situation here, which he has authorized me to cable. Admiral Sampson is most anxious for the troops to arrive. Santiago's defenses are partially demolished, and all the naval officers here are wondering why no land force has arrived to follow up the work done by the fleet. Delay means more bloodshed; Admiral Cervera will be able to make resistance and remount some of the smaller guns. Delay means that Admiral Cervera's 11-inch guns will be in better positions to repel any and all attacks. An army next week will face three times the difficulties that it would today. By next week the Spaniards will be able to cover the land end sea approaches by four 11-inch, two 10-inch and forty 6-inch guns, to say nothing of a hundred 4-pounders and some smaller rapid-fire guns, all taken from the vessels of the fleet. Admiral Sampson is weighing the project of taking the city without waiting longer for the arrival of troops. He is receiving daily reports about Admiral Cervera's ships. The guns have not yet been removed from them, and he is anxious to get before batteries are planted that will result in the slaughter of his men. General Garcia is known to be nearing Santiago. It is understood that he has 2000 Spaniards and twelve Hotchkiss guns. If General Garcia arrives soon, Admiral Sampson may send artillery ashore to aid him in an attack on the city. Garcia's troops could be used to support the artillery, and the heights surrounding Santiago furnish excellent facilities for bombarding the city from the land side. The weary wait is wearing on every man aboard the fleet. Days spent in signaling and nights of guarding against attacks from torpedo boats, with no chance for action, are a great strain on officers and men. Even Fighting Bob Evans is beginning to look worried. Admiral Sampson knows and appreciates all this, but he will not permit the vigilance to be relaxed. He is determined that none of Admiral Cervera's fleet shall escape. "I would rather lose my head than let one of them get away," was the way he put it. "Especially after the other night's torpedo episode," Admiral Sampson went on to say, "the strain on our men has been

tremendous. The crews can not stand the weighty strain, either, and be at their best. We must, however, keep right close up, so that by no possibility, by no darkness or no storm, can the Spaniards get away. It is said the sunken Merrimac bars the exit. That may be so, but I would rather lose my head than let one of them get away." There are not over 7000 Spanish troops in and around Santiago, according to the reports of the insurgent leader, Cebico, whose services have been of great value to the fleet. This estimate includes the soldiers stationed in the trenches on the fortified keys and fortification at the entrance of the harbor. Captain Chadwick, however, does not believe the total exceeds 3000. One thing is certain—there is no possibility of Santiago receiving reinforcements. The bombardment of today is spoken of as a splendid target practice. "Our men shot well," said Captain Chadwick. The naval reserves were most enthusiastic. Commodore Schley is sure his division put a stop to the work on the western batteries. Captain Evans believes that two guns now mounted there are 11-inch guns from the cruisers.

BLANCO IS UNEASY.

Captain General Suspicious of His Volunteers.

Key West, Fla., June 11.—Blanco has available in Havana 25,000 volunteers and about 10,000 in the surrounding towns. They have always been mistrusted as to their patriotism, although they have been the instigators and promoters of outrages. In case of an attack on Havana it is certain they would surrender after very little fighting. They are unfit for war and untrained. Their only advantage is that they are acclimated. Blanco commands besides in Havana province a contingent of 25,000 regular troops, including the guerrillas. Of the troops not in the city of Havana there are fully 8000 cavalry on the shores between Havana and Bahia Honda to the west and Cardenas to the east. These are intended to meet any landing of troops on the north coast of Havana province near the city. General Blanco, as all former captain generals, has never had any confidence in the patriotism of the volunteers, and hitherto has only used them as garrisons on the sugar estates. They have refused to take the field against the Cubans several times, and threatened to disband. They have done this not for their love of the Cubans, but through lack of courage. Eagle Pass, Texas, June 10.—Colonel Moore has not yet been confirmed as collector of customs.

DOESN'T WANT PEACE

THAT IS THE LATEST BLUFF FROM MADRID.

Alleged that the Spanish Government Would Decline Any Overtures if Made.

Madrid, June 11, 2 p. m.—The campaign inaugurated by some of the newspapers in favor of peace between Spain and the United States is not approved here. According to the opinions of several generals, Spain is capable of continuing the war in Cuba for two years even under the most unfavorable circumstances. Therefore it is useless to talk of peace unless it implies a return to the status quo ante bellum. The government, it is added, has not received any suggestions of peace from the powers and it is declared that if such a suggestion were received the government would politely decline to entertain it on the ground that Spain has decided to pursue the war to the bitter end. Dispatches received here from Cuba announce that yellow fever is ravaging Admiral Sampson's fleet, the province of Santiago de Cuba being the hotbed of the disease. 4 p. m.—An official dispatch from Havana today says: The Spanish warships Conde de Venadillo, Nueva Espana and Lygeria have made a sortie from Havana for the purpose of attacking the blockading squadron. But the Americans refused to fight and retired. A later dispatch from Havana says: Eleven American merchantmen have arrived before Santiago de Cuba. It is believed they are transports conveying troops which it is intended to disembark. Precautions are being taken to prevent them from effecting a landing. 5 p. m.—In the chamber of deputies today the government was interrogated as to whether the United States had notified the powers of the blockade of Cuba and whether the powers recognized the blockade as effective. Duke Almodovar de Rio, the foreign minister replied that since the Paris conference conditions had radically changed and the powers had not yet decided whether the blockade is effective. The government, he said, was resolved to uphold Spain's rights at all times. Many of the newspapers advocate the keeping at home of Admiral Ca-

THE PORTO RICAN EXPEDITION

Rush Orders Have Been Sent to General Lee and General Coppinger.

(Special Dispatch to the New York Herald, London Times and The Houston Post, Copyright, 1898, by James Gordon Bennett.)

Washington, June 11.—The entire attention of the war department is being turned to the Porto Rican army. Orders were today sent by President McKinley to Major General Coppinger, who will command the expedition, and to Major General Lee, who will be second in command, to hasten the Porto Rican expedition in every way possible. Under the most favorable circumstances it will be utterly impossible to get the army embarked and started for Porto Rico in less time than two weeks. The troops that will constitute the expedition will be drawn from the armies now encamped in Tampa and Jacksonville. A commission of officers is now in the South investigating the facilities offered for embarkation by Jacksonville, Fernandina and other places. This commission will make its report to the war department some time next week. (Special Dispatch to The Post.) Washington, June 11.—Orders have been sent to General Coppinger directing him to push preparations for the Porto Rican expedition. So much delay has been occasioned in getting off to Santiago that the department has decided that both expeditions may go close together. General Coppinger is directed to report to the department the earliest time in which he can prepare his troops for the long voyage to San Juan. General Lee will be second in command of this army of invasion. This army may include the Texas boys now at Mobile. The formal presentation of the Mapes Memorial gate, which has been given to the college by the friends and classmates of Herbert Mapes, and the class of '82 will also present a gate to the college. One of the other novelties of this commencement will be the dance to be given to the students by the graduating class during the week. Columbia in its new situation is losing no time in acquiring the features that used to be considered the exclusive property of out of town colleges. The Vauvot Vesuvius a Disappointment. From a Washington Dispatch. People who for years have been reading of the progress of the American navy are asking "what has become of the Vesuvius?" In the time of peace this craft was heralded as a marvel. It was alleged that with its three dynamite guns throwing charges of gun cotton to the tune of 500 pounds per shot, it would be able to stand three miles off shore and with one blast of its pneumatic gun make a heap of ruins out of Morro Castle. All that has done in the present war is to sail from one navy yard to another for repairs. It came from Key West to Norfolk to have its guns adjusted. Then it came to Washington for repairs to its valve gear. Then it went to Newport, and has been vibrating up and down the coast without getting within range of the enemy. The much advertised Ammen ram Kaibahn has been doing pretty much the same thing.

THE OREGON, QUEEN OF BATTLESHIPS

When the Oregon came home, going to South America and sailing up the coast in the face of danger they trembled. "Will she be able to do it?" asked. Spanish gunboats went out and looked for her. Spanish cruisers sailed across her, torpedoes were fired, but on the Oregon, a great floating fortress, absolutely motionless at sea. She arrived at Key West in safety and almost immediately set out to join the White Squadron at San Juan. She had made, under the direction of Captain Clark, the most wonderful voyage of modern times and was none worse for it. THE BIRTH OF A BOAT. The Oregon, which now stands as the latest of modern war dogs, was authorized by act of congress June 30, 1890. At the same time the Indiana, its sister ship,

was ordered built, and the Massachusetts. These were to be the three invincibles of the American navy. But by some change the Indiana was completed first and the builders had a chance to note her imperfections. They profited by their observations and improved upon previous models, so that the Oregon became a really much better ship than its sister, the Indiana, though both are the strongest battleships afloat and both have the remarkable speed of sixteen knots an hour and carry a battery of four 13-inch guns, eight 8-inch guns and four 6-inch guns. The Oregon was built for a fighter and

not for a runner, nor for a commerce destroyer, therefore she was out of her element when making her run up the coast, but she proved she could work either way. Her progress was watched by naval architects on the other side of the water and her record was put down in ship annals with much interest. In a fighting capacity the Oregon is a veritable floating fort. Her main battery is made up of four 13-inch rifles, firing a charge of powder of 450 pounds, each grain being the size of ordinary lumps of cut loaf sugar, and an 800-pound shell; eight

8-inch and four 6-inch rifles. This battery is far more powerful than any known to be aboard any warship in Europe, and one more effective could not be designed for a purely fighting machine, and at 1600 yards she could break up the ordinary armored cruiser like an eggshell. She is 350 feet in keel—on the bottom. She is 70 feet wide in her broadest part. Forward she draws a few inches over 23 feet. Her average draught is 24½ feet when she is loaded, loaded with stores, provisions crew and all ready for sea. She was contracted to be of 2600 horse power and to average fifteen knots, but she exceeds her contract power and made nearly sixteen knots during her trial trip. She is today the most powerful battleship in the world, can be handled as easily as an ordinary gunboat and turned completely around in four times her length, a thing thus far without precedent in the management of great battleships. Compared with the greatest of English ships, the Prince George, we find that

though this ship has a displacement of 14,900 tons and the Oregon only 10,250 tons, the United States vessel would probably be more than a match for the English one in a duel. The Oregon throws a heavier weight of metal at one discharge of all her guns, and the crushing effect of her 13-inch 1100-pound projectiles would give her an immense superiority over the Prince George's 12-inch guns, whose shells weigh only 850 pounds each. Again, while they both have Harveyized steel armor, the Oregon's ranges from ten to eighteen inches in thickness, against the Prince George's eight to fourteen inches. SPEED NOT OF MUCH VALUE. It is true that the Prince George may have about a knot more speed, but this advantage would cut little figure in an action, because its chief value would be to enable the faster ship to choose her own distance. As the Oregon has the heavier guns the Prince George would not be bene-

fited by trying to fight at long range, while at short range the Oregon's superior battery would overpower the Prince George's fire. A great excess of speed would give the faster ship a chance to ram her adversary, but the Prince George is not even faster than the Oregon to make her superiority in speed of much use, especially when the greater handiness of the Oregon is considered. Taken all in all the Oregon has no equal in any navy in the world. INSIDE THE PORT. The interior of the Oregon is no less remarkable than the exterior. Nor is its armament any more wonderful than its internal arrangements. While it is speeding through the water, at an unprecedented rate, a little regiment is living inside the body and doing a variety of work. Almost every trade known in a town goes on inside of the Oregon. In the center, well along the hull, is an immense coal bin out of which coal heavers take the coal and pass it along to the stokers, who feed the boilers. Further along, toward the bow of the boat engineers are at work at the hydraulic pumps. The slightest cessation in the rhythm is noticed and skillful mechanics are put at work to set all going right again. In the hole there is packed an immense amount of cruiser baggage and baggage men constantly guard and handle it. There is a storeroom, too, where food is kept and here is packed away a quantity of general stores to be used in case the cruiser should spring a leak and drift in midocean at the mercy of the wind and

waves. Enough food is stored here to last the ship two years if need be. In another part of the interior is a paint and oil room where all sorts of chemicals are kept for stopping the leaks and keeping the mechanism in repair. Should the Oregon lose a portion of her outside paint, painters are lowered down into the water to touch up the color on the exterior. Dry provisions are kept in one room and there is a whole apartment devoted to bread. All kinds of ship's bread are kept here and the commissary daily deals out a quantity to the ship's cook. The ammunition passage is an interesting one, for here is wheeled along the immense cartridges which are to be fired from the ship's guns. The room containing ordnance stores has powder, dynamite and everything that goes to fire off the smaller pieces, and dangerously near them, as it seems to the landsman, is the room of electrical plant where the electrician can go for wire, dynamo and anything he may need to keep the electric guns in order. You who live at home where a faucet supplies your drinking water can have no idea of the immense demand at sea for fresh water. Should the supply of fresh water fail, Uncle Sam's boys would be speedily unfitted for fight. Therefore in the great body of the ship is a tank filled with fresh water. It is a wooden tank made perfectly air tight and hundreds of gallons are carried to sea on every sea-going cruiser. Up above the water line are the wash rooms and other conveniences for the officers. But it is in the middle of the ship above the water line that the most important work goes on, for here the armored tubes lie, here the great projectiles are passed up by means of hoisting tackle to the big guns. It takes a great many men to keep the guns in order, and now six men man every gun, while in the passages below there stand other men constantly keeping new supplies going up above. No other country in the world has a boat equal to the Oregon and we may be pardoned for boasting of it.

