



# THE HORROR AT HAND.

## Armed Forces Soon to Invade Cuba.

## TRANSPORTS READY

Eight Large Steamers Chartered by the Government.

### THE SHELLING OF MATANZAS

## It Was Not Ordered by the President.

## PORTUGAL WILL BE NEUTRAL.

The Assurance Has Been Given, and the Spanish Fleet Must Leave the Cape Verde Islands—Germany Still Silent, But There is Little Doubt That She, Also, Will Prove Neutral.

Austria Has Not as Yet Made Known Her Course.

WASHINGTON, D. C., April 28.—The shelling of the Matanzas batteries was the topic of absorbing interest throughout the city today. It was discussed on the basis of the reports from Key West, as the Navy Department received no information whatever on the subject. Secretary Long said at 4 o'clock this evening, as he closed up his office work for the day, that no report had been received from Admiral Sampson, nor was the Navy Department advised in any way of the shelling of Matanzas. Secretary Long added that he felt no disposition to keep from the public any news concerning such an important event as a naval engagement, or a battle.

The Secretary said that in the absence of all official information he was inclined to believe that the shelling was confined to the exchange of a few shots and did not assume the proportions of a regular bombardment. When his attention was directed to reports that the shelling was the result of a mistake, he was inclined to believe that the shelling was confined to the exchange of a few shots and did not assume the proportions of a regular bombardment.

### FIFTY MILLION GONE.

The Navy Department has ceased its purchase of ships for conversion into war vessels owing to the exhaustion of the \$50,000,000 war fund. It is confidently expected that Congress will come to the relief of the department in still in need of auxiliary vessels.

### STEAMERS CHARTERED.

A rather striking sign of the imminence of the invasion of Cuba was contained in the chartering to-day by the War Department of eight large steamers of an average capacity of about 2,000 tons each, able to carry from 50 to 1,500 passengers each. These are to be used as transports for the conveyance of the first military expedition to Cuba. The names of the boats are the Olivette and Florida, of the Plant Line, now in the Gulf, the Southern Pacific Company's steamer, Arizona; the New York and Texas Company's vessel, Comal, now at New York, and the Malano, now in the Gulf, and three Boston Merchants and Miners' Line in Baltimore, the Allegany, the Berkshire and the Decatur Miller. The price paid for these vessels is from \$5,000 to \$15,000 for the thirty days in which they are engaged. They will be taken charge of by the quartermaster's department at the earliest possible moment.

### LEE IN WASHINGTON.

General Fitzhugh Lee arrived here today after a ten days' visit to his family in Richmond, Va. The general shared the deep public interest in the shelling of Matanzas. He had visited that city frequently, and was familiar with the lay of the land and the defenses. He said the batteries were antiquated and were not likely to offer any formidable resistance. General Lee will call at the State Department to-morrow morning. Being still an

### COMMODORE GEORGE DEWEY.



COMMANDER OF THE ASIATIC SQUADRON.

Commodore George Dewey, who may prove himself one of the heroes of modern naval warfare, and who will probably fight the first big battle of the war with Spain, commands the Asiatic Squadron of the United States. Dewey once proved himself a gallant and courageous commander in the Philippines, and he is now on his way to the Philippines for the purpose of blockading Manila, and, if necessary, of crushing the Spanish fleet in those waters. This command is a brave man, who has been under the fiercest fire, and who never once flinched. No living officer in the navy has received higher praise from the leaders of the nation's maritime forces than he. He is an old and able sea fighter, and saw some rather vigorous service during the civil war. At that time Commodore Dewey was a lieutenant aboard the steam frigate Mississippi. That ship was destroyed in the great conflict of the same name, but only after a gallant fight. The present commander of the Asiatic squadron was the last to leave the ship. Admiral Porter, commenting on this incident, said: "It is in such trying moments that men show of what metal they are made, and in this instance the metal was the best." Dewey was at both Manila and Port Fisher, and since the war he has distinguished himself in the service and has been steadily promoted. He is no stranger to oriental seas, and is depended upon to look well after the flag in such conflicts as take place near Spanish possessions in the Pacific.

### NO WARSHIPS AGROUND.

Gen. Blanco Seems to be Somewhat Maudlin.

MADRID, April 28.—Blanco cables that an American ironclad is aground opposite Dimas, province of Pinar del Rio. Six or three other ships are working to float her.

WASHINGTON, April 28.—No information of the grounding of one of our warships was received either by the President or the Secretary of the Navy tonight, and so far as could be learned no news dispatch reached the Navy Department.

An examination of the best Cuban map of the War Department fails to show any point on the coast called Dimas, the nearest approach to it being Point Diamante on the northern coast of Pinar del Rio province, a short distance west of Havana, and in the blockaded zone.

No advice from Captain Sampson regarding the bombardment of Matanzas was received up to a late hour. The War Department does not expect news from Admiral Dewey and the Pacific squadron before Saturday.

### THE MATANZAS BOMBARDMENT.

#### Discussion of the Splendid Work of the Blockading Ships.

KEY WEST, FLA., April 28.—The bombardment of the forts of Matanzas by the United States cruiser New York, the monitor Puritan and the cruiser Cincinnati, is eagerly discussed here and every incident of the affair is weighed and reweighed by army and navy officers and the newspaper men.

From the fact that the Spaniards opened fire on our ships while the latter were making a reconnoitering for force, and when the vessels were nearly five miles out from the batteries, leads to the belief that the enemy believed that all that was necessary to induce the United States fleet to move further away was the limit reached.

But if, from former experience they had reached this conclusion, they found that the fortification had reached the limit and they must have been intensely astonished when the New York being the furthest west, and the nearest in shore, opened fire with her batteries, with a vengeance and steaming water shot, and when the vessels were nearly five miles out from the batteries, leads to the belief that the enemy believed that all that was necessary to induce the United States fleet to move further away was the limit reached.

MUST HAVE BEEN CASUALTIES. There must have been many casualties on the Spanish side, since the rapid-fire guns were of larger calibre, it seems to be the general opinion that the Spaniards had nothing heavier than 8-inch guns, and that they had very poor gunners with any of their ordnance.

However, just before the Spanish batteries were silenced, one gun on the west side of the harbor seemed to be getting the range of the flagship, several shots striking near the New York, and on both sides of her. If the purpose of the reconnaissance and the subsequent cannonade was to secure available places for the landing later for the United States troops such purpose has been well accomplished, for no doubt exists that the Spanish batteries at Matanzas have been silenced for good or at least for a longer time than will be necessary to effect a landing.

### IN THE TEETH OF THE STORM.

## The Flying Squadron is Wind and Wave Swept.

### WARSHIPS IN DANGER

## The Brooklyn and Massachusetts Almost Clash Together.

### SAVED BY PERFECT DISCIPLINE.

## The Terrible Gale Caused the Flagship to Drag Her Anchor, and Only Quick Work Prevented a Collision—The Gale Reached a Velocity of Ninety Miles An Hour.

ON BOARD THE FLAGSHIP BROOKLYN OFF PORT MONROE, April 28.—For thirty-six hours the Flying Squadron was unable to communicate with shore. The storm struck the coast Tuesday night, came up Hampton Roads like a fury. It whistled at the rate of ninety miles an hour through the great superstructure of the flagship Brooklyn and whipped up the sea so that the white foam broke in huge masses over the deck of the Massachusetts and the Texas. The heavy draught of the big war vessels made it impossible for them to get into smooth water and they had to stand the brunt of the storm.

### DRAGGED HER ANCHOR.

Toward morning the storm increased in violence and as the tide turned the look-out on the forward bridge of the Brooklyn announced that the ship was dragging its anchor. The officer of the deck simultaneously reported that the Brooklyn was getting in dangerous proximity to the battleship Massachusetts. Captain Cook and Executive Officer Mason went to the bridge immediately and ordered the second anchor down. At this time the wind was blowing so directly the men could hardly keep their feet on deck. The second anchor ran out about twenty fathoms of chain and stuck, the big ship stopped, and for a short time braced the wind and tide, but in a few minutes she began to back slowly and it was evident that there was no hold for the anchors. The signal was immediately given to prepare to get under way.

Pastor and faster she moved back, but her broadside swung toward the dangerous ram on the prow of the Massachusetts. The latter was signalled to pay out her cable and drop away and she did so. In the meantime the Brooklyn men in charge of the forward compartments went to their stations, closing the water-tight compartments, and preparing without any misgiving evidence of excitement for the expected collision.

### PREPARED FOR COLLISION.

The Massachusetts cleared away her big bows and prepared for the collision, not daring to ship anchor for fear of breaking herself on the sand-bar in close proximity or drifting into the Texas. Pastor and faster went the Brooklyn toward the battleship, and the men at the stations on both vessels stood unflinchingly, ready to perform the special duty assigned them in case of collision. There was no confusion. On the bridge with cool heads, sharp eyes and active brains were Captain Cook and his executive officer, while on the after bridge, not interfering with the management of the officers of the ship, stood Commodore Schley and his flag lieutenant, Sears, watching with interest but with as little excitement as they would a practice cruise, the big ships coming together.

A couple of orders would have meant great danger and disaster, but there was none. An order from the captain and one of the big anchors comes rattling up and the ship drifts on a little faster toward its certain fate. Then in obedience to the helm the stern, now almost scraping Massachusetts' bow, swings out and is partly controlled by the anchors, swinging in as if to take the blow. They are within a few yards of the huge battleship, and all are awaiting the crash.

# SOLDIERS ASSIGNED.

## Positions of the Virginia Volunteers.

## UNDER NEW NAMES.

## The Richmond Companies are Equally Divided

## AMONG THREE REGIMENTS.

## Mobilization Will Not Be Earlier Than May 10.

## WAITING FOR CAMP EQUIPAGE.

## The Two Companies of Blues Assigned to the Fourth Regiment Under Col. Harry Hodges, of Norfolk, With the Names of Companies H and I—Most of the Other Richmonders are Under Col. Baker of Second—Gen. Nalle's Position.

Adjutant-General William Nalle, by order of the Governor and Commander-in-Chief, last evening issued General Order No. 10, which assigns the various companies who have volunteered to serve during the present war with Spain to the three regiments that will be commissioned by Colonel J. C. Baker, Greenville Gaines and H. Hodges, respectively.

### MANY CHANGES.

Under this order, Company B, of the First Regiment, Captain Cunningham commanding, Company C, Captain Shackelford, commanding, and Company A, Captain Bousieux, commanding, have been assigned to the Second Regiment, and will hereafter be known as Companies H, I and M, respectively. The only other company of the First Regiment that will be mustered in is Company F, which will be known as Company M, of the Third Regiment. Commanding has been made Company L.

### TIME OF MOBILIZATION.

Brigadier-General William Nalle, the Adjutant-General, has been assigned to the command of this provisional brigade, and the appointment of a permanent commander has been made. The order for mobilization will not be issued until the necessary camp equipage has been obtained, and arrangements have been made for quartermaster and subsisting the men. Information will be given at least three days in advance, if possible, as to the time the troops are to assemble in Richmond, and it is thought that probably this will not be earlier than the 10th of May.

### THE ORDER.

The following is the text of the order: Commonwealth of Virginia, Adjutant-General's Office, Richmond, Va., April 28, 1898. General Order No. 10:

1. Under the act of Congress "to provide for temporarily increasing the military establishment of the United States

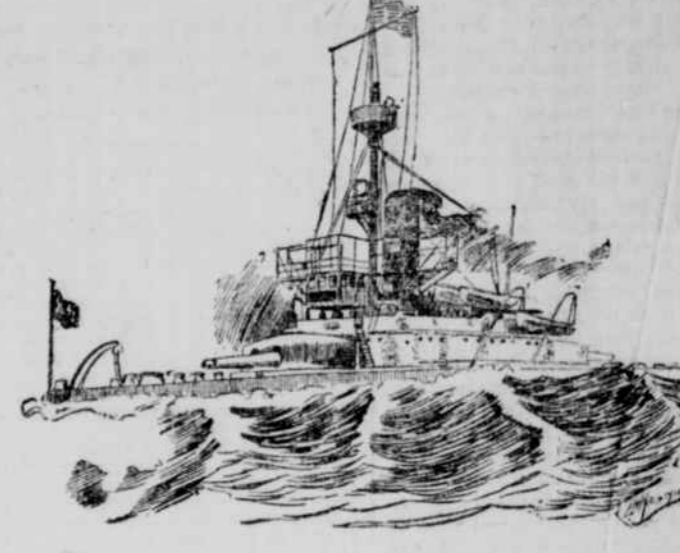


COLONEL HARRY HODGES. (Who will command the Fourth Regiment. Photographed by Campbell, Norfolk.)

In time of war, and for other purposes, approved April 23, 1898, the President of the United States, through the Secretary of War, has requested the Governor of Virginia to provide, from the State, three regiments of infantry, of twelve companies each, to serve in the volunteer army of the United States, and the following designated infantry companies have signified their intention to volunteer for such service, will be formed as follows into regiments, for the purpose of being mustered into the United States service, each company retaining its present company organization:

- The Second Regiment, Colonel J. C. Baker, commanding.
- Company A, Woodstock.
- Company B, Cunningham's Richmond.
- Company C, Harrisonburg.
- Company D, Tom's Brook.
- Company E, Lynchburg.
- Company F, Roanoke.
- Company G, Roanoke.
- Company H, Shackelford's Richmond.
- Company I, Owen's Portsmouth.
- Company K, Staunton.
- Company L, (Bousieux's) Richmond.
- Company M, (Hodges's) Richmond.
- Third Regiment, Colonel Greenville Gaines, commanding.
- Company A, Danville.

### THE POWERFUL MONITOR TERROR.



(She captured the Spanish steamer Guido yesterday, after firing three shots at her, all of which went straight to the mark.)

### MANY SOLDIERS TO BE SENT HERE.

## Sec'y. Alger Will Order 15,000 to Richmond.

### CAPT. LAMB SAW HIM.

## Visited the Head of the War Department Yesterday.

### FREE USE OF HOSPITAL OFFERED.

## The Old Dominion and Its Staff of Physicians, Surgeons and Nurses Tended Gov. Tyler—Gen. Fitzhugh's Departure for Washington—Miss Cisneros and Mr. Carbonell Go, Too.

Congressman Lamb called up Colonel W. M. Coulling by the long distance telephone yesterday afternoon and told him he had visited Secretary Alger with reference to having troops mobilized in Richmond. Senator Daniel and Representative Ritchie were present at the interview.

General Alger assured the gentlemen that it was his purpose to order about 15,000 soldiers into camp in this city. Captain Lamb tried to induce him to make the number 25,000 or 30,000, but General Alger was afraid the accommodations were not adequate for so large an army.

### ROOM FOR MANY MORE.

The Captain assured him that there was plenty of room at the Exposition Grounds for an army much larger than 30,000. General Alger was of the opinion it would be best not to have more than 15,000 soldiers here. He said that he would certainly order this number to Richmond, and he could not tell when the troops would reach here.

Governor Tyler was greatly pleased when this information was communicated to him. He has worked hard to have this city selected as a place for the mobilization of troops, and there is no longer doubt that his efforts will succeed. Congressman Lamb has contributed largely to what has been accomplished. He has been for some time working up sentiment at Washington in favor of Richmond.

The troops of several of the States are already in camp, and are being mustered into the Federal service. It is thought the War Secretary will be ready to order the mobilization of troops to Richmond in about ten days.

### HOSPITAL TENDERED.

The faculty of the Medical College of Virginia, have tendered to the Governor the free use of the city hospital. The hospital and its staff of physicians and trained nurses for the care of sick and disabled soldiers. Governor Tyler accepted the tender and asked Dr. Christopher Tompkins, dean of the faculty, to call to see him with reference to the matter.

Governor G. W. Atkinson, of West Virginia, has written to Governor Tyler that the troops of his State have been ordered to rendezvous at Martinsburg. He will make an effort to have them sent to Richmond in order that they may go into camp with the Virginia volunteers.

A gentleman of German descent writes to the Governor offering to make waterproof uniforms for them bullet proof. The offer was referred to the War Department.

Mr. William R. Parker, a son of the late Colonel B. T. Parker, of Accomack, arrived in the city today. He is here to confer with one of the Richmond companies. Mr. Frank P. Brent took him in charge and went out in search of Captain C. Gray Bousieux, whose company Mr. Parker would like to join.

### GEN. LEE'S DEPARTURE.

General Fitzhugh Lee left on the noon train for Washington yesterday. Miss Cisneros also returned to the national capital and Mr. C. P. Carbonell was a member of the party.

### WAITING FOR DEWEY.

The Spanish Squadron Draws Up Not Far from Manila.

MADRID, April 28.—An official dispatch from Manila, capital of the Philippines, received to-day, says the Spanish squadron which has taken up its position several miles from Manila is still awaiting the arrival of the United States

# ANOTHER HOSTAGE.

## The Terror Takes a Second Valuable Prize.

### THE STEAMER GUIDO

## Laden With Provisions and Money for Cuba

### COMPELLED TO SURRENDER.

## Three Solid Shot Went Crashing Into Her.

### SPANISH SAILORS WOUNDED.

## The Steamer Refused to Lay to When Hailed and the Monitor was Forced to Back the Demands With Her Guns—Vessel and Cargo, Exclusive of the Money, On Board, are Valued at \$400,000.00.

## The Prize is Towed to Key West

KEY WEST, FLA., April 28.—Aside from the news of the Matanzas bombardment, which set the town wild with joy, the event of to-day, practically marking the end of the first week of the war, was the arrival of the big prize, the steamer Guido, which was captured by the Terror and the gunboat Machias ten miles off Cardenas at 4 o'clock yesterday morning, but not until after a stern chase. Five shots were fired—four by the monitor and one by the gunboat, though the shot from the Machias did not take effect. Two of the Terror's shots went through the pilot house and one struck a long boat and the upper works.

### ONE CASUALTY.

Maul Rivara, a sailor, was in the pilot house of the Guido, and the flying splinters penetrated his breast, inflicting wounds which may cause his death. He was brought ashore and taken to the hospital this afternoon. Captain Kitchens received a blow on the wrist from a splinter when the shot went through the pilot house.

The Guido was bound from Coruna to Havana with a cargo of provisions and money to pay the Spanish troops. After the shot was fired across her bows the Spaniard promptly put out all lights and started to run away. The monitor then brought her six-pounders into play and sent three more shots directly at her, making the mark. She also trained her big twelve-inch gun on the Guido, prepared to sink her if the Spaniards did not have to.

Meanwhile the Machias had come up and sent a shot from a four-inch rifle at Key West. As soon as Captain Kitchens and his crew learned of the condition existing in Cuba they asked to be landed there.

### A SPLENDID PRIZE.

The Guido is a steel, screw steamer of 3,123 tons gross and 2,872 net. She was built by Harland & Wolf, of Belfast, and is registered by Lloyd's as the ship owned by La Flecha, is 90 feet long, 4 feet wide and has a depth of 26 feet. Her port of registry is Bilbao. The vessel and cargo are said to be valued at \$400,000. She carried a crew of thirty-six.

Key West prizes still lie in the harbor and according to instructions received by United States District Attorney Stripling to-day from the Department of Justice, will remain there indefinitely. These include the schooner of the Panama which carried four 14-pound guns and which was captured by the Mangrove, should be held as prizes of war. The crew of the schooner are also to be detained aboard until further orders and will be allowed no communication with the shore.

It is concluded that whatever the result of the President's proclamation may be it will not affect the Panama, which was an auxiliary cruiser. It was reported to-day that a box thought to be the other prize of war, the crew of the schooner of the Panama which carried four 14-pound guns and which was captured by the Mangrove, should be held as prizes of war. The crew of the schooner are also to be detained aboard until further orders and will be allowed no communication with the shore.

### AMERICAN CORRESPONDENTS.

## They Will Probably be Forced to Leave Madrid.

LONDON, April 28.—The Madrid correspondent of the Daily Mail says: "Senator Cadorniga will ask in the Cortes to-morrow for the expulsion of the American correspondents. His request refers to the representatives of American newspapers. The Madrid correspondent of the Standard says: 'The parliamentary outlook is less satisfactory despite the pro-Spanish efforts both the government and Senator Sivela are making to induce the opposition to reject the proposed bill. The opposition is getting voted rapidly through and authorizations which are indispensable to enable the government to carry on its operations in the present critical circumstances.'

### WEATHER FORECAST.

WASHINGTON, April 28.—Forecast for Friday: Virginia—Threatening weather and showers; warmer; north to east winds. North Carolina—Partly cloudy weather; warmer; variable winds. South Carolina and Georgia—Partly cloudy weather; westerly winds.

The Spanish fleet still lies off Manila awaiting the American squadron.

The Navy Department has ceased buying ships, the \$50,000,000 appropriated having been expended.