The Morning Guardian.

ESTABLISHED 1891. THE GUARDIAN, CHARLOTTETOWN PRINCE EDWARD ISLAND, SATURDAY, JULY 9, 1898.—8 PAGES. PRICE TWO CENTS.

ISLANDER IN CUBA

Serving in the U. S. Artillery.

WRITES THE GUARDIAN

About the Beginning of the Invasion—Cuba Cool Compared With Tampa—Expects Months of Fighting

Eighth Artillery Battalion,
Daiguiri, Cuba
June 25th 1898.

Since you last heard from me we have made a change from the hot sands of Tampa, Florida, to the beautiful hills and cool winds of Cuba. Verily it is the "Queen of the Antillers." Its mountains rise 7,000 feet above sea level, their sides covered with shrubs and forests of palm trees, giving them an emerald hue, and pure streams of water, oozing from their rocky fissures. But we did not drop here. Oh no! It took us from June 6th till the 23rd to get here. The expedition loaded on 31 transports and laid in Tampa Bay till the eve of the 13th when we steamed down to Egmont Keys. Here a strong escort joined. Our fleet was formed in a column of three; first came the warships with a transport following at a distance of 400 yds. Each line had an interval of 800 yds. On the morning of June 17th we sighted Cape Miza the N E point of Cuba. We laid outside of Santiago de Cuba from afternoon the 20th, till the morning of the 22nd when the New Orleans, Bancroft, Scorpion and Marblehead bombarded Daiguiri, about 18 miles east of Santiago. The bombardment destroyed their breastworks and burned a portion of town.

Then at 8 a m the engineer corps attempted to land and two masked batteries opened on them, but injured no one. It was fine to see those gunboats get in position to fire on them. Those Dons had time to fire two volleys, when the heavy Krupp guns on the New Orleans just lifted their battery into the air. The cannonading was awful. As soon as they finished them up the fleet sailed up the coast to Sevilla and silenced a heavy battery up there. The fleet put in good work. By noon the 27,000 soldiers had begun to disembark. That evening at 5.20 the Stars and Stripes were run up on the ruins of the Spanish trocha, or fort, on top of a hill over 200 feet high. It was a glorious moment. Old Glory was unfurled amid the cheers of the men and the whistling of the steamships, followed by "America" by one of the bands. That was worth all the hardship and hard luck we got on the whole trip.

On Thursday our boys tried their hand at fighting. The 71st New York volunteers and some infantry went out about 5 miles from here and captured a town and some prisoners. Then again yesterday 'Teddy's' Rough Riders and some Cubans got mixed up in a scrap about 8 miles from here and at first gained a decisive victory over a large force of Dons, causing them to give up their breastworks and retreat. But alas, in their retreat they ambushed and when the Rough Riders overtook them they fired into them killing Capt Capron, son of Capt Capron of the 1st Artillery and nine of his men. Col (Dr) Wood was also reported killed but it is not believed. The Cubans lost 39 killed and wounded. The havoc was awful till the Riders overcame the surprise, then they fairly slaughtered the enemy. This morning Light Battery K, 1st Artillery went to the front. Good work is expected if they can but work in those hills.

The Cuban soldiers were in a deplorable condition when we arrived here. They lacked guns, ammunition, clothes and food. I saw a company come in today with but three rifles among over 30 men. They all had machetes, however.

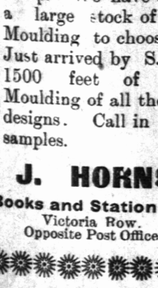
The defences the Spaniards had for us were strong and very well placed. Had there been no fleet to prepare a landing we would have all been mowed down. Had American soldiers occupied those blockhouses and rifle pits no army could have landed here.

This morning I took a walk into the hills to investigate and found where they had pits and trenches that extended over a mile. In those they could retreat and still fire upon us. But they lack sand; they run too easily. At Santiago the Spanish have taken all the guns off the fleet, run the ships aground and scuttled them. They have mounted the guns on the rear of Morro Fort and have thus given us our handsfull as soon as we get ready to move against Santiago. We all realize that we are here for work and will have no easy task to clean the hills of the enemy. This is the town from which the Spanish American Iron Company have been operating. There is a fine iron pier here and a short railroad out to the mines. The company owned a very fine machine shop. This the enemy burned before leaving. There fine locomotives were completely destroyed by the fire.

We get plenty of fruit; limes, cocoanuts and mamroves grow all around. I think we will be fortunate if we finish this war up in six or even nine months. I am in fine physical condition and had I some good food outside of hard tack and sour belly (salt pork) I would feel fine. As it is I am happy and contented, glad that I enlisted for the war. I will close and will write again in a week or two. You may not get this till the middle of July as mail is not very regular. Yours sincerely,

JOHN M CAMPBELL,
Maj. Dillenback's command,
Lt. Arty. Battalion,
In service near Santiago.

Going Cheap



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THE COAL MARKET.

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STORY OF THE WRECK.

As Told by the Log Book of The Cromartyshire.

HALIFAX, Suly 6—The British iron ship 'Cromartyshire' was towed in here this morning by the Allan liner 'Grecian,' with her bow torn away by collision sixty miles south of Sable Island with French steamer 'La Bourgogne,' which went down ten minutes later. Of the six hundred passengers and crew on board only two hundred were saved. One woman was saved by her husband. The captain and other deck officers went down with the ship. The 'Cromartyshire' lay to and picked up the two hundred passengers and seamen who were rescued, transhipping them to the 'Grecian' which came along at that hour.

THE 'CROMARTYSHIRE'S LOG.

The log of the 'Cromartyshire' signalled by Captain Henderson is as follows: "On July 4, at 5 a m, dense fog, position of ship sixty miles south of Sable Island, ship by wind on the port tack, heading about N W N, though under reduced canvas going about four or five knots per hour. Our fog horn was kept going regularly every minute. At that time heard a whistle on our weather side or port beam, which seemed to be nearing very fast.

THE COLLISION.

'We blew horn and were answered by steamer's whistle, when all of a sudden she loomed through the fog on our port bow and crashed into us, going at a terrific speed. Our foretopmast and main top gallant mast came down, bringing with it yards and everything attached. I immediately ordered the boats out and went to examine the damage. I found that our bows were completely cut off and the plates twisted into every conceivable shape. The other ship disappeared through the fog. However, our ship was floating on her collision bulkhead so there seemed no immediate danger of her sinking.

CLEARING THE WRECKAGE.

'We set to work immediately to clear the wreckage and also to ship our starboard anchor, which was hanging over the starboard bow and in danger of punching more holes in the bow. We heard a steamer blowing her whistle on coming back and we answered with our fog horn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard any more of the steamer. Shortly after, or about 5.30 a m, the fog lifted somewhat and we saw two boats pulling toward us with the French flag flying. We signalled them to come alongside and found that the steamer was the 'Bourgogne', from New York to Havre, and that she had gone down.

THE WORK OF RESCUE.

'We lay to all day and received on board about two hundred survivors from amongst passengers and crew, reported to be in all about six hundred. Several of the passengers were on life rafts, without oars, and I called for volunteers from among my crew and the surviving French seamen to bring those rafts alongside of the ship. Some of the passengers and seamen from the sunken steamer assisted us and we jettisoned some thirty tons of cargo from our forehold in order to lighten the ship.

THE 'GRECIAN' TO THE RESCUE.

'At about 3 p m another steamer hove in sight bound westward. We put up our signal N C (want assistance). Shortly after the steamer bore down towards us. She proved to be the 'Grecian,' bound from Glasgow to New York. The captain of the 'Grecian' agreed to take the passengers on board and also agreed to tow my ship to Halifax. Owing to the condition of my ship I accepted the offer and we proceeded at once to tranship the passengers and get ready our tow line. At six p m we had made a connection and proceeded in tow of the 'Grecian' towards Halifax, having put a sail over the broken bow to take part of the strain off the collision bulkhead. There was at that time fourteen feet of water in the fore peak.'

THE CAPTAIN'S BRAVE BEHAVIOR.

Your correspondent while in conversation with Mr and Mrs Lacasse asked them how the officers and crew of the 'Bourgogne' acted after they found she was in danger. Both husband and wife said they had no experience in such matters and were not prepared to express an opinion, but they rather agreed that the captain of the wrecked steamer acted like a hero. Said Mrs Lacasse: 'The poor man did everything he could possibly do up to the very last moment, and stayed by his vessel in command until she sank.'

CHICAGO MARKETS.

CHICAGO, July 8. — [Special] The following are the closing rates:

July wheat, 77½; corn 32⅜; oats, 22⅝; pork, 9.85.

Sept wheat, 69; corn, 32¾; oats, 20¼; pork, 10.00.

Dec. wheat, 69; corn, 33¼; oats, 23⅛; pork —

Atcheson, 33¾; New York Central 118⅜; Burlington, 106¾; Cotton, 6.01.

FIGHTING IS OVER

Untill Noon To-Day, Or Later.

PRAISE FOR CERVERA

From Hobson and His Men Who Were Well Treated—British Consul Thinks the Spanish General Will Fight—Rebel Victories Neat Manila.

LONDON, July 8—(Special)—A general belief exists that some peace negotiations are, or will be put in progress at once, but nobody knows and all the embassies deny knowledge of any proceedings.

The Times correspondent writes from Havana that the city is quiet and tranquil. Food is dear and so there is distress among the poor, but not more than frequently exists.

The people are ready and determined to do their best to defend the city.

OFF JURAGUA, July 8—(Special)—Hobson and his men all say they were well treated by the Spaniards and are warm in their praises of Cervera.

Hobson says a Spanish picket boat first sighted the Merrimac and fired several shots. One shot blew off her rudder and this prevented getting her across the channel.

They were prisoners in Morro Castle during one bombardment and knew it suffered much. The British consul was especially kind.

BEFORE SANTIAGO, July 8.—(Special)—The armistice has been extended till noon on Saturday to allow General Linares to communicate with Blanco and Madrid regarding the surrender.

General Shafter has loaned him a telegraph operator under protection of the British flag.

Both sides are building entrenchments but no shots are fired. The American lines are now within 4,000 yards of the Spanish. Streams are bridged every, guns placed and the roads improved.

Sampson will support Shafter in the bombardment.

The Spanish volunteers demand that the city surrender.

Consul Ramsden (British) believes the Spanish general will fight.

Cervera was driven from Santiago by the taunts of "coward." His marines were assaulted in the streets.

LONDON, July 8.—(Special)—Camara's fleet is anchored outside the three mile limit at Suez.

The Spanish transport Manila has been captured at the Philippines.

Much fighting continues about Manila and the rebels have captured many strongholds.

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LA CABANAS FORTRESS.

This fortification lies just inside of the entrance channel to Havana harbor, back of Morro Castle. A once powerful fortress, nothing now remains but its partially crumbled walls of granite. The guns which loom from its parapets and poke their muzzles through the portholes are of such an antique type that a Yankee skipper would laugh at them. The Cabanas has been for years the prison house of Havana, and within its grim cells and dark, slimy casemates have been confined political prisoners and those unfortunate men who formed the Competitor's crew. Hundreds of condemned political suspects and insurgents have been taken from the Cabanas and shot near by.

THE YARROW TORPEDO CHASER MANLY.

This little craft, recently brought from England, is named the Manly, after a hero of the Revolutionary war. She is only 60 feet long and is built more for speed than destructiveness. Her beam is 9.8 feet, and her draft astern, when under full speed, is 3.8 feet. The displacement of the boat is only 17 tons, and her speed is said to be close to 26 knots. The hull is of thin steel.

LORD ROSEBERY

In Favor of Anglo-American Agreement.

LONDON, July 8—(Special)—Lord Rosebery warmly approves of an Anglo-American understanding which he says would be for the best destinies of mankind.

THE BURGOGNE DISASTER

Official Inquiry next Tuesday at Halifax.

BOSTON, July 8—(Special)—The S S Halifax, with 162 survivors of the Burgogne disaster arrived this morning.

There were 714 people on board, 550 lost, 154 saved—12 second-class, 47 steerage and 105 of the crew.

The official inquiry begins on Tuesday at Halifax.

OTTAWA NEWS.

Railway Opening, NeW Tariff, Appointment.

OTTAWA, July 8.—(Special)—A large party arrived to-day over the new C P R line from Montreal.

The government to-day is working out the customs regulations for the new preferential tariff.

J G Turriff of Assiniboia has been appointed commissioner of Dominion land.

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JUNE MAGAZINE

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