DESTROYED THE FLEET.

Commodore Schley in Command of the Division that Did It.

HAD A RUNNING SEA FIGHT OF SPLENDID WORK.

Spanish Fought Bravely to the Last, but American Pluck and Ability Won The Day for Them.

Twelve miles west of the entrance of the harbor of Santiago de Cuba, Sunday, July 3—By the Associated Press dispatch boat Wanda to the Port Antonio, Jamaica, Monday morning, July 4, via Kingston, Jamaica, July 4—(Correspondence of the Associated Press.)—Admiral Cervera's fleet, consisting of the armored cruiser Cristobal Colon, Admiral Oquendo, Infanta Maria Teresa and Vizcaya, and carrying the flag of Admiral Cervera, and the Pluton and the Furor, which were in the harbor of Santiago de Cuba for six weeks past by the combined squadrons of Rear-Admiral Sampson and Commodore Schley, lies today at the bottom of the Caribbean off the southern coast of Cuba.

The Admiral himself is a prisoner of war on the auxiliary cruiser Gloucester (formerly Mr. J. Pierpont Morgan's yacht Corsair) and Cuba is free from the Spanish soldiers and sailors, all who escaped the brightest carnage ever witnessed by the people of this or any other country. Of the Spanish men of war only the Colon and the Pluton are in the United States.

The Spaniards when they found their ships paralyzed by shell fire, adapted themselves comfortably to the situation, lighted their cigarettes and began playing cards on the bottom of the sea.

The American victory is complete, both according to the best information obtainable at the headquarters of Admiral Sampson, and the best evidence of this is the fact that not one of the Spanish vessels were even coming out of the harbor the Battleship New York was seven miles away, steaming east at the time. Not a Spanish man was left in the light afterwards at every stage, but he immediately put about and followed the others.

In the race to the westward the Iowa overtook them and joined in the chase for the Cristobal Colon, after the Oquendo had fired her last shot. The other Spanish vessels had been destroyed by the Brooklyn, the Oregon, Iowa, Massachusetts, Indiana, Texas, Gloucester and other ships of the fleet.

Admiral Schley's Battleship, the Brooklyn, had her usual position at the extreme western end of the line, two miles from the New York and Texas. It is a peculiar fact that he should have been in proper position to direct the movements of his fleet and squadron against the Spanish fleet, which he had bottled up in Santiago harbor six weeks before. As a matter of fact, the American fleet was back further off shore than usual when the Spaniards made their abortive dash yesterday.

With the exception of the battleship most remotely moving which could be seen from the Texas on Morro Castle and the scattered shelling of the batteries, which opened fire again when the battle was over, not a shot was fired from the shore batteries here and the officers and crews thoroughly appreciated the fact. Apparently the operations being conducted by the army, which had succeeded in reaching the city of Santiago, had the effect of preventing loss in killed and wounded in the lighting of the last few days.

It was not believed that Admiral Cervera would attempt to escape from the harbor yesterday, but it was thought by some that it was supposed that he would have his ships in the harbor to shell the advancing American army and that if Santiago fell he would blow up or sink them rather than permit them to be captured by the American squadron lying outside.

The Spanish admiral's last plans, however, evidently were established. He accepted the one chance open to him—that of running the gauntlet of the powerful American fleet in broad daylight in the hope of reaching some of the harbor and saving his ships for future service by flashing out of the army in which he could be able to make his escape to some other field of operations.

There seemed to be but one chance in a hundred that he would be able to make the dash successfully, but he took that chance, and while great piles of naval architecture, now grounded in pieces on the rocks, a few miles from where he started, tell the mournful story of his failure, there are some who believe he succeeded more than the American officers and crewmen who sent his ships to destruction.

The Spanish fleet left this morning when the Battleship Infanta Maria Teresa passed under the wall of Morro Castle and steamed out to sea, she was followed by the Cristobal Colon, Vizcaya and Oquendo, and last by the Furor and the Pluton. Pelayo and Pluton, The Colon is the American vessels which were lying before the entrance of the harbor, sighted them immediately.

Most of the American cruisers were at the usual Sunday morning quarters, without thought of anything as surprising as the Spanish fleet getting past the Morro, which, without warning, which they had seen, delighted this behalf effectually blockaded the exit. There was great excitement at once and very prompt action along the American line. The signal for full speed ahead was running from bridge to engine room of every ship and the cruisers, for the moment to move in shots towards the Spanish and the great twelve and thirteen-inch guns of the battleships and the smaller batteries on the other vessels fired shot after shot at long range.

As the ships ran in toward the Spanish vessels it became evident that the crews had not come out to make a greater fight, for they turned to run toward the harbor as fast as they had advanced to meet the Spanish fleet and started on their run for safety, at the same time working the guns of the American ships and firing the men took cool and aim for the guns. The Brooklyn, Massachusetts, Texas, Oregon and the Indiana were soon in opposite their two officers of the American vessels, but all most of these were too far away to pick out the officers on the bridges of the Spanish vessels. They could be, on all scores, however, in preparation for a closer view stopping their fire for one minute.

The Gloucester, a fast little yacht that cannot boast of any heavier armament than several six-pounder and three-pounders, was lying off Aguadores, three miles east of Morro, when the Spanish fleet came out. She turned to the attack on a fleeing vessel, and that fired off. Four Spanish vessels, including the Colon, received shots from the Gloucester in the rear.

The Gloucester steamed after them when they appeared and almost came to a point her six inches of Mauser ammunition, pouring shot after shot into the Spanish fleet. Her efforts were crowned from, for to her belongs the credit of the destruction of both the Spanish destroyers. The Gloucester, in the chase, was subjected to a heavy fire from the Texas and it was not long before her two destroyers were on fire and disabled.

Notwithstanding, they both returned the Gloucester's fire, and a ball of Spanish shot struck her forward, but the force evidently exhausted that she went on under the fire any longer, and she turned her attention to the Spanish destroyers.

The Pluton was in the same distressed condition and was also headed for the shore, running in a direction for a low point, where she soon pounded to pieces and finally broke in two completely. It was a Hobson disappointed landing place for her crew and but about half of them reached the shore safely.

The Gloucester did not go the further west, but up off shore and soon to be joined by the Indiana, the crews of the destroyers, and picked up the crews of the Pluton and Furor, and then turned to reach the Furor's assistance and there were two battle ships, one of the Spanish vessels, the Furor, lying on the shore, which blew itself to bottom. Her crew sunk immediately, and it is believed she was struck by a shell and went straight into the air and she went to the bottom in perpetual oblivion, taking her officers and crew with her. She disappeared below the surface.

Meantime the larger American ships were engaging the Spanish vessels, and a score of shots was passing between the pursuers and the pursued. The Spanish vessels were very wild, the shots were overspread in their rounds of smoke and it was impossible for the Spanish officers to see the shots were doing the greater execution. The Brooklyn and the five battleships were engaged with the second, the Infanta Maria Teresa, the Vizcaya and the Almirante Oquendo, and the latter was returning in brands, though with no apparent effect. The Spanish gunners seemed unable to get the proper range, and many of their shots were very wild, though a number of them fell dangerously near to the mark.

The guns of the battery just east of Morro also took part in the fight, and their shells fell around the American ships. Many of them struck the outer works of the Spaniards, and they must have resulted in killing and wounding many of their men.

The Spanish ships were reached a point about seven miles west of Morro and a mile or two beyond the place where the Furor was burning and the Pluton broken in two against the cliff. The Battleship and the Oquendo were the first to come out of Santiago. Two 13-inch shells from one of the battleships had struck the Maria Teresa at the water line, exploding in the forward port side and causing her to be rapidly. The Oquendo suffered about the same time and soon afterwards, both ships were and went aground the route from the shore, flames shooting from them in every direction.

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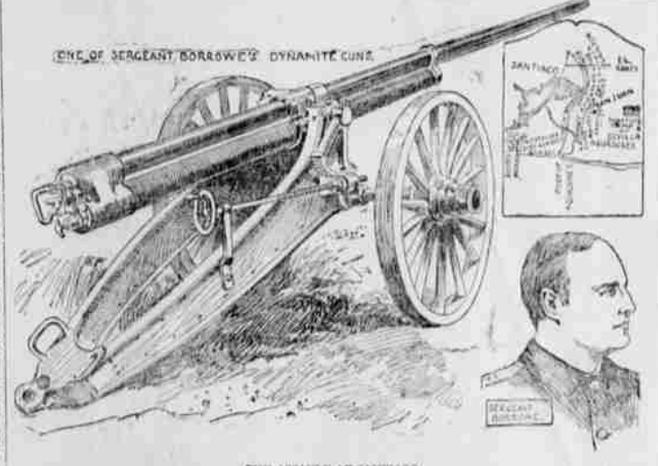

THE ASSAULT AT SANTIAGO.

In beginning his assault upon Santiago Major General Shafter has dispatched Brigadier General Henry W. Lawton to the north to capture Caney, which is on the northeast of Santiago. The American force this afternoon is the under command who are concentrating there. There are reports of the Spaniards gradually closing upon Shafter's army, and it is believed that during the battle they made their presence felt. One of the first to be wounded was Lieut. Colonel Roosevelt, who was struck by a bullet from the Spanish lines. Lieut. Colonel Roosevelt is a son of the late Austin Curtis and a conspicuous figure in the Cuban insurrection of a few years ago.

Brigadier General Lawton performed the difficult feat of moving the heavy gun to the front over the passage made and according to the directions performed it well.

The gun is made to work with a smokeless powder exploded compressed by air, which in turn expels the dynamite with sufficient effective force from the cannon. Everything which is not of the nature of dynamite is intended to explode. The projectile is a long tube, which contains a case that is filled by an ingenious arrangement with the projectile strikes the earth. The cap are fire to a layer of fulminate of mercury, which in turn ignites some two pounds of dynamite. The dynamite then explodes and scatters the projectile. This projectile, though very destructive, cannot be ignited with heat below 375 degrees. This explains the presence of the several layers of explosives.

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Time Table in effect May 29, 1898.
Leave Salt Lake City: 7:00 a.m., 9:00 a.m., 11:00 a.m., 1:00 p.m., 3:00 p.m., 5:00 p.m., 7:00 p.m., 9:00 p.m.
Leave Ogden: 8:00 a.m., 10:00 a.m., 12:00 noon, 2:00 p.m., 4:00 p.m., 6:00 p.m., 8:00 p.m., 10:00 p.m.
Sundays only: Leave Salt Lake City 10:00 a.m., 2:00 p.m., 6:00 p.m., 8:00 p.m.; Leave Ogden 9:00 a.m., 12:00 noon, 4:00 p.m., 6:00 p.m.
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ARRIVE.
From Chicago, Denver, St. Louis, Kansas City, Denver, Park City and intermediate points: 2:15 p.m.
From Boise, Butte, Portland, San Francisco, Ogden and intermediate points: 9:00 a.m.
From San Francisco, Carlin Valley, Ogden and intermediate points: 7:15 p.m.
From Chicago, Omaha, St. Louis, Kansas City, Denver, Ogden: 1:30 a.m.
From Ogden, Milford, Salt Lake City, Eureka, Hamilton, Ely, Milford, Lund, Modena, Caliente: 4:30 p.m.
From Ogden, Salt Lake City, Tooele and intermediate points: 4:00 p.m.
DEPART.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and intermediate points: 7:00 a.m.
For San Francisco, Ogden, Carlin Valley and intermediate points: 4:15 p.m.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Chicago and intermediate points: 4:15 p.m.
For Boise, Butte, Helena, Portland, San Francisco, Ogden, Carlin Valley, Pocatello, Salt Lake City, Ogden and intermediate points: 8:00 a.m.
For Milford, Lund, Modena, Caliente, Eureka, Hamilton, Ely, Milford, Salt Lake City and intermediate points: 7:45 a.m.
For Tooele and intermediate points: 4:30 p.m.
*Daily except Sunday.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and intermediate points: 7:00 a.m.
For San Francisco, Ogden, Carlin Valley and intermediate points: 4:15 p.m.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Chicago and intermediate points: 4:15 p.m.
For Boise, Butte, Helena, Portland, San Francisco, Ogden, Carlin Valley, Pocatello, Salt Lake City, Ogden and intermediate points: 8:00 a.m.
For Milford, Lund, Modena, Caliente, Eureka, Hamilton, Ely, Milford, Salt Lake City and intermediate points: 7:45 a.m.
For Tooele and intermediate points: 4:30 p.m.
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CURRENT TIME TABLE.
Leave Salt Lake City.
No. 2—For Provo, Grand Junction and all points East: 8:45 a.m.
No. 4—For Provo, Grand Junction and all points East: 1:45 p.m.
No. 6—For Provo, Grand Junction, Marion, Bulkeye and intermediate points: 5:00 p.m.
No. 8—For Eureka, Payson, Provo, Springville, Manti and intermediate points: 5:00 p.m.
No. 1—From Ogden and the West: 10:00 a.m.
No. 3—From Ogden and the West: 12:30 p.m.
No. 5—From Ogden and the West: 9:00 p.m.
No. 10—For Provo, Grand Junction, Marion, Bulkeye, Manti and intermediate points: 8:00 a.m.
No. 7—From Bingham, Provo, Grand Junction and the East: 12:00 p.m.
No. 9—From Eureka, Payson, Provo, Springville, Manti and intermediate points: 6:00 p.m.
Arrive Salt Lake City.
"The Overland Limited" from Chicago, St. Louis, Kansas City, Denver and Ogden: 7:00 a.m.
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Ogden: 6:15 p.m.
Arrive Salt Lake City.
"The Overland Limited" from Chicago, St. Louis, Kansas City, Denver and Ogden: 5:00 p.m.
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Ogden: 10:30 a.m.
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Train No. 4 leaves Ogden 6:00 p. m., Salt Lake 7:40 p. m., arrives at Pueblo 6:00 p. m., Colorado Springs 5:45 p. m., Denver 8:00 p. m.
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