

It does not follow, if the troops left Tampa yesterday, that they are now on their way, although such is generally believed to be the case, for the original orders to the military commanders contemplated a start in finality from Key West.

At that point the transports were to be rounded up and taken under convoy of some of the more formidable naval vessels.

Assuming that the transports left Tampa yesterday, moving at squadron speed, they could scarcely do more than reach Key West today. Some time must be consumed in organizing the 23 transports into the squadron, and in placing them under convoy, so that there is a probability that if Tampa was left yesterday, the final start from Key West will not be made before tonight.

Unmistakable signs of nervousness were exhibited by the army officers who saw the Associated Press bulletins today from Key West giving currency to the report that three Spanish men-of-war had run the blockade into Havana. The very first question that rose was as to the identity of the ships if the report be true, and more than one officer immediately recalled the fact that the department is still in some doubt as to the exact whereabouts of all the Spanish warships, not alone of Cervera's fleet but of others that had preceded it into West Indian waters. The naval officers made light of these fears, taking their stand on Sampson's report that six Spanish warships were in Santiago harbor. They admit that it would be no difficult task for a warship to run the Havana blockade at this moment, weakened as it has been by the withdrawal of the fast and powerful ships for service at Santiago.

It is recalled, too, that there were reports of recent date from Jamaica of very heavy gales off the Cuban coast, and it is comparatively easy in blinding tropical squalls for a vessel to escape detection while running a blockade. Still, the impression is general that if any Spanish warships really passed the blockade line they were little more than small gunboats that are numerous along the north that are numerous along the north.

New York, June 10.—A special to the Herald from Santiago de Cuba Wednesday via Kingston, Jamaica, Thursday says:

Rear Admiral Sampson is confident that in addition to the great damage done to the forts and earthworks at the entrance of Santiago harbor more than one-half of the Spanish guns were actually dismantled. Perhaps even this estimate may be found too low when the full effect of that terrible rain of shot and shell becomes fully known.

It has been learned that during the bombardment on Monday the Dolphin wrecked a railroad train with a shell from one of her guns. The train was filled with Spanish troops and it is known that many of them were killed.

St. Louis, June 10.—A special to the Post Dispatch from Dallas, Texas, says:

Reports were received by the Santa Fe officials in Dallas that four train robbers attempted to hold up an express train on the Lampas division last night. A fight ensued between the trainmen and the bandits in which one of the latter was shot and fireman Johnson was killed. The Santa Fe officials declare that the robbers got no money.

Dallas, Tex., June 10.—Meager advice received here today of the robbery of the passenger train on the San Angelo branch. Four highwaymen flagged the train at a blinding siding and ordered the engineer to detach the express cars. This he refused to do, and in the fight which followed the fireman

of the passenger train was fatally shot. The robbers then made off without further attempt to open the express car. The Santa Fe officials here assert that they have no information regarding the hold-up, saying they have not even been advised that a hold-up was attempted. The San Angelo branch of the Santa Fe runs from Temple west to Brownwood, Tex., through a sparsely settled part and it will probably be late before particulars of the hold-up are obtainable.

Detroit, Mich., June 11.—G. F. Case's immense power building on Congress street, west, was discovered on fire at 3 o'clock this morning. The following firemen were caught inside the Case building by the rush of flames. All were severely burned and some otherwise crippled:

M. J. Sheehan, Lieutenant No. 6, Engine company. Henry Fisher, Joseph Hockaday, Thomas Kennedy, James T. Kenyon.

Some of the woodwork in the upper stories of the Union Trust building got afire and lines of hose were hoisted and headway of the flames checked.

A four-story annex to the Buehl office building, facing on Congress street, west, was set afire from the top by falling of burning debris from the Case building. The annex was badly gutted. Part of the spire of St. Paul's Episcopal church was burned and the crowd watched the cross at its apex, momentarily expecting to see it break off and fall. Two firemen were so badly burned that they were taken to the hospital. Another fireman was severely injured by a falling wall. Several incipient blazes started in the Wayne County bank building and other office structures in the vicinity and numerous awnings and other inflammable materials were consumed. Several little fires caught in the eleven-story Union Trust building, which was directly to leeward of the burning power building but serious spread of the flames was prevented. An old story wooden structure west of the Case building was crushed by a portion of the tottering wall falling upon it. The front walls of the Case building leaned outward menacingly and finally fell in the street, portions at a time. Nothing in the Case building was saved.

The Case building was valued at \$30,000. It was insured for \$60,000. The contents are roughly estimated at \$100,000, but may reach above that amount.

The fire is known to have originated in the drying room of the printing office of the Michigan Farmer newspaper on the fourth floor. No one but the watchman was about, but a number of people were asleep in a four-story annex of the Case building adjoining it on the west and separated by a fire wall. These were all got out safely but the four-story structure burned with the main building. The rapidity with which the whole outfit went up in smoke and flames was extraordinary. The building which, was about 100 by 50 feet in size and several stories and basement in height had no steel framework, but was supported on the inside by wooden pillars and joists throughout above the second-story. The structure was full of tenant manufacturers. Only the upper stories of the Buehl building annex burned, but the lower stories were flooded with water.

Off Guantanamo, Cuba, Friday, June 10, Via Port Antonio, Saturday, June 11, 7 a. m.—The invasion of Cuba by the American forces began today. Six hundred marines have pitched their tents about the smoking ruins of the outer fortifications of Guantanamo, and the Stars and Stripes for the first time float on a Spanish flagstaff in Cuba.

To Capt. Clark and the battleship Oregon belong the honor of effecting the first successful landing of the war. The 40 marines from the battleship went ashore this morning and occupied

the left entrance of the bay, until the Panther arrived with 600 marines. These, under the command of Lieut. Col. E. W. Huntington, arrived at 3 o'clock, and within half an hour they had set fire to the miserable little village which crouched on the beach under the hill top of Guantanamo. The whole operation of silencing the guns and landing the forces were as easy as placing a Sunday school picnic. The Marblehead had, backed by the Vixen and Dolphin, opened on the earthworks. The shores to the right of the entrance were lined with runs and rifle pits, but the Spaniards stampeded after firing a few shots. The city of Guantanamo lies four miles up the bay, and a little Spanish gunboat came down to help the shore batteries. But she stayed just long enough to turn around. Numerous shots were fired by the Spaniards but not one landed and no Americans were injured.

The main fort lies within the city limits and is still to be reduced, but it is not in a difficult position and the American officers say it can be taken in fifteen minutes. The Marblehead, Dolphin, Vixen and two colliers have been off the entrance of the harbor for several days and yesterday morning they sailed into the channel. A mile further up they opened fire, sending fifty shots at the fortifications on the left. The hills on the right of the entrance were deserted. There are no defenses on the right side of the harbor.

No attempt was made to land until the Oregon steamed in early this morning. Captain Clark immediately sent forty marines ashore and twenty from the Marblehead followed. They found evidence of a very hasty departure by the Spaniards. Watches, hammocks and ammunition were scattered about the earthworks and a Spanish flag was found in one of the rifle pits. The little detachment of marines held the place until the Panther arrived when they were recalled and the work of disembarking began. The first boat load had scarcely landed when the village burst into flames. Company K under Lieut. Hall was the first ashore and without the loss of a moment, the column started up the steep rocky hill side to the earthworks.

For an hour a brown column of marines filed up the narrow path, eventually taking up a position at the top of the hill. As soon as the American flag was swung out to the breeze from the flagstaff of the captured Spanish camp, the Oregon steamed away to rejoin the fleet off Santiago. The marines will hold the position until the arrival of the expected troops, in the meantime scouting in the vicinity, with the Marblehead, Vixen and Dolphin lying by to protect them.

Rear Admiral Sampson now has a harbor and base of supplies on the south side of the island and troops can be landed at will.

The troopship Panther reached the fleet off Santiago early today.

On her way over the Yosemite fired a dozen shells into the port of Balquidri, but received no response.

Guantanamo is about forty miles east of Santiago de Cuba, and is a splendid location for a base of supplies for the blockading fleet.

It is understood that the island or Cuba is entirely cut off from cable communication with the outside world. Report here has it that the cable ship Adria cut the cable at Santiago on Monday and that the same day the St. Louis cut the cable running from Guantanamo to the Mole St. Nicholas, Haiti. She was interrupted by shells from the shore, but the Marblehead sent several shells at the soldiers and scattered them.

St. Louis, June 14.—A special to the Post-Dispatch from Aurora, Mo., says:

An accident in the mine of the Mount Vernon company at Stotts City, a min-