TOLD BY AN EYEWITNESS

Official Report of the Burning of the Merrimac Into Santiago.

SHIP DOES NOT BLOCK THE CHANNEL.

Lies Where It Was Intended She Should, But Does Not Reach Across the Entrance of the Harbor.

New York, June 22.—A dispatch to the Tribune from Washington says:

The following description of the heroic feat of Lieut. Hobson in sinking the Merrimac at Santiago has been received at the Navy Department from Assistant Engineer Lucas, a personal friend of the gallant officer whose exploit has been refined by the Spaniards. It is valuable as being the account of an eyewitness, as well as of an officer of distinguished bravery, and as the account of having passed during Hobson's force, as he neared the harbor with the vessel which the first attempted to enter. Mr. Lucas has not allowed to accompany her on the second trip, in spite of his great anxiety to share in the honor he took, it is conjectured, from that the Merrimac's mission was not to be a success.

It has been decided to try to raise the wreckage of the Merrimac, which is lying up the Spanish shore quite close to Wednesday, June 1, when the officers of the Merrimac were taken off by the Dolphin. Admiral Sampson and Commodore H. H. Benson came aboard from the Dolphin. The admiral had decided to run the Merrimac into the entrance of the harbor, and had ordered Hobson to do it. Hobson and Admiral Sampson had a long talk together, and each has, Mr. Hobson roughly outlined his plans and urgent reasons why the operation should be undertaken. Admiral Sampson then ordered the executive officer to have the Merrimac's boilers put in shape for a long run, and ordered the engineer officer to see that the Merrimac was in condition to steam 10 knots an hour. Hobson and Admiral Sampson had a long talk together, and each has, Mr. Hobson roughly outlined his plans and urgent reasons why the operation should be undertaken. Admiral Sampson then ordered the executive officer to have the Merrimac's boilers put in shape for a long run, and ordered the engineer officer to see that the Merrimac was in condition to steam 10 knots an hour.

It was soon decided to try to raise the wreckage of the Merrimac, which is lying up the Spanish shore quite close to Wednesday, June 1, when the officers of the Merrimac were taken off by the Dolphin. Admiral Sampson and Commodore H. H. Benson came aboard from the Dolphin. The admiral had decided to run the Merrimac into the entrance of the harbor, and had ordered Hobson to do it