

C. H. Fiske, a young member of company D, Nebraska volunteers, died here on the 25th. A combination attack of typhoid fever and measles was the cause of death. The funeral took place from the Central Union church, and was attended by the best people in the city.

The U. S. S. Monterey and the collier, Brutus, arrived from San Diego on the 24th inst. They left the latter port on the 11th. The Monterey experienced a heavy northwest swell nearly all the way. She ran under her own steam until the 19th, when the Brutus took her in tow. The tow line parted that night, but was picked up again the following morning. The Brutus continued to tow for several days.

The Monterey reached port with about 20 tons of coal in her bunkers.

Her officers are high in their praises of her sea behavior, and declare that contrary to expectations, the quarters of the officers and men were kept thoroughly dry. The Monterey recoiled here and was ready for sea yesterday morning. Her departure was delayed by the Brutus, whose engines required an overhauling. Both vessels left for Manila today.

Previous to his departure, the captain of the Brutus purchased several surf boats and engaged a number of Hawaiians to man them. The boats will be used at sea when necessary to transfer coal to the Monterey.

Ensign T. R. Wall, U. S. N., of Portland, Ore., now on the Brutus, found on his arrival here that orders had been forwarded which raised him to the rank of lieutenant.

Queen Dowager Kapulani has commenced an action against her nephews David Kakananako and Jonah Kalanianoale to recover property valued at many hundred thousand dollars, which she had deeded them with the understanding that the deed should not be recorded without her consent. She has discovered that the deeds have been recorded, hence the suit to have the transaction annulled.

Queen Liliuokalani will return to Honolulu. In letters received here by the Belgic she stated that she expected to come by the Alameda due here July 20. Her residence is being put in order for her. Her carriage and stables are being got ready so that when she comes she can go at once to her own home.

Her coming at this time is said to have no significance in connection with annexation matters, as her plans to return at the time she will were formed several months ago.

New York, July 9.—The Clyde line steamer Delaware, from New York to Charleston and Jacksonville, was abandoned off Barneget, N. J., at 10:30 o'clock last night, being on fire.

The passengers and crew left the burning vessel in boats and on life rafts. There were seventy persons in all, and they were rescued by the members of the Cedar Creek Life Saving station with the aid of the crew of the fishing smack S. P. Miller. All the passengers were transferred to the steam yacht Ocean King, and the captain and twelve of the crew of the ill-fated steamer were landed at Barneget, presumably to look after the ship.

At 9 o'clock this morning a steamer arrived at New York with the passengers and crew of the Delaware on board.

The Delaware was built in Philadelphia in 1893. She has three decks and is 251 feet long, 37 feet beam, and 17 feet deep.

Her register is 1,297 net tons, and 1,646 gross tons.

Advices from Barneget say that the life-saving crews on nearing the Delaware found that the passengers had been driven from the steamer by flame

and heat, and were floating on the surface of a calm sea in small boats and on life rafts. The Cedar Creek life boat was the first to arrive. Some of the rafts were found to be dangerously overloaded and they were lightened in haste until the life boat was full. The fishing smack S. P. Miller came up soon afterward and took aboard the rest of the endangered persons. At this time one boat had disappeared in the darkness, and some fear was felt for her safety.

The Miller cruised about in search for her without success for many hours; she was finally found when daylight came.

At dawn, the tug Ocean King steamed up. The passengers and some of the crew were transferred to her, and she continued on her voyage to this city. The captain and twelve of the crew were taken ashore in the surf boats and boarded a train for New York to report to the head office. Late reports from Barneget say that the Delaware is drifting off shore with large clouds of smoke rising from her.

Washington, July 9, 3:30 p. m.—Secretary Alger says that Santiago has not surrendered, nor has a battle taken place there as yet, and indicated that negotiations for a surrender are still progressing. As a result of advices from Gen. Shafter, he expressed the opinion that no battle would take place today.

Secretary Alger and Adjt-Gen. Corbin both refused to make any further statement as to the nature of the communication they had received from General Shafter, but it is understood that Spain offered to capitulate, on conditions, and that these conditions have not so far been accepted.

Madrid, July 9.—The Liberal says the cabinet is considering the signing of a ten days' armistice to facilitate the peace negotiations.

The Rome correspondent of the Imparcial telegraphs that a ten days' armistice is coming, but he adds that he thinks the powers, with the Vatican, are engineering the movement and are considering the proper form which the armistice should assume.

Senor Sagasta, however, declared after the cabinet meeting that the rumors of an armistice were without foundation and that the government is only discussing the means of prosecuting the war.

Washington, July 11.—Secretary Alger today issued orders attaching the Hawaiian Islands to the military department of California. The First New York Volunteers, Col Barber commanding, will be assigned for the time being as the garrison at Honolulu.

Portsmouth, N. H., July 11.—The few officers who came in on the St. Louis and who participated in the fight with the Spanish cruisers off Santiago, were obliged to tell the whole story of the memorable contest. While in the main their accounts did not differ materially from the press dispatches, yet they seem to give credit to the work of the Oregon.

From an account, as given by one officer, it appears that on the morning of the fight, four American warships lay off the entrance to the harbor. The Oregon was slightly to the east; then to the westward came the converted yacht Gloucester, lying between the Oregon and Iowa. To the westward of the Iowa was the Texas, while further along, in fact, eight or ten miles to the west of the harbor, was the Brooklyn with Commodore Schley on board.

The position of the fleet was in keeping with the plan marked out by Admiral Sampson, and his command had definite orders in case the Spanish fleet made a dash out of the harbor. While all the ships had steam up, none of them with the exception of the

Brooklyn was under way. The latter had, a few minutes previous to the sighting of the Spaniards, turned away to the westward, and when the first shot was fired from the Iowa she was going away from the fleet at about an 18 knot gait.

Just why the Brooklyn was steaming off to the west at this time is not known, but although she had not gone far and was still probably quite near the station designated by Admiral Sampson, her commander nevertheless had to swing around, and in doing so he put his helm to starboard and made a long sweep to port, going a mile or more off shore in the maneuver. The first Spaniard that came rushing out of the harbor's mouth was the Cristobal Colon, with Admiral Cervera on board. The Vizcaya was second, the Almirante Oquendo third, and the Maria Teresa fourth, while two torpedo boat destroyers brought up the rear.

While the Iowa got in the first lick at the fleet as they came dashing by, the Oregon was the first American outside the Brooklyn in motion. She gathered headway so fast that she cut in behind the Iowa and the fleet and plumped a good 13-inch shell at the Colon before she had gone by. The Oregon was, therefore, in a most excellent position to meet the Vizcaya when she came along, and, with the help of the Texas, tackled her so fiercely that she was on fire in a few minutes and had headed for the beach.

While the Oregon's whole forward starboard battery was banging at the Vizcaya, the after guns had swung around and were pumping shells into the Oquendo, which also had been tackled by the Iowa, which in the meantime had disposed of the Teresa.

The wreck of three Spaniards was accomplished in about 15 or 20 minutes, and by this time the Oregon had attained her maximum speed. With her forced draught on and every pound of steam up, the big Pacific coast battleship ploughed through the water as she never did before, except, perhaps, on her speed trial three years ago.

Leaving the Texas and Iowa to complete the destruction of the remainder of the Spaniards and the rescue of the unfortunate sailors, Captain Clark headed the Oregon after the Colon.

The Brooklyn by this time had taken her wide sweep off shore and was headed in for the Colon, opening up on that vessel with her port broadsides. As the Colon ran by the Brooklyn, she gave the latter the benefit of her big guns, and no less than thirty shots took effect on the Brooklyn's port side, a number of them passing clear through the Yankee cruiser.

As the Colon went by the Brooklyn, the latter turned her starboard guns on the Spaniard. In the run up the coast the Brooklyn was hit a dozen times on her starboard side, while all three of her tall smokestacks showed red of the Colon's stern chasers.

The superior speed of the Brooklyn time that she was up even with the Colon when she ran ashore. As she drew considerable less water than either the Oregon or Brooklyn, Lieutenant Commander Walnwright was able to run in quite close to the stranded ship, and the Gloucester's boats were sent out after the swimming crew. Admiral Cervera was picked up just outside the surf about ten yards from shore, and, after his long swim, was thoroughly exhausted.

And Oregon sealed the fate of the Colon, and after a run of forty miles, Admiral Cervera ordered the flagship to be headed for the shore.

The Colon struck about 150 yards from the beach, and as soon as she had grounded, Admiral Cervera ordered everyone to jump overboard and plunged into the sea himself, followed by all his officers.