

should have been in proper position to direct the movement of his flying 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 much further off shore than usual when the Spaniards made their appearance this morning.

With the exception of the bombardment yesterday morning, which resulted in knocking down the flag on Morro Castle and the supposed silencing of the batteries, which opened fire again this morning as usual, the navy had done little recently to attract interest here and the officers and crews themselves were watching the developments of the operations being conducted by the army, which had succeeded in reaching the very gates of Santiago after an enormous loss in killed and wounded in the fighting of the past two days.

It was not believed that Admiral Cervera would attempt to escape from his perilous position at this late day, but it was supposed that he would keep 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 real plans, however, were plainly not anticipated. He accepted the one chance open to him—that of running the gauntlet of the powerful men-of-war lying in front of the harbor and saving his ships for future service by dashing out of the trap in which he found himself, and going to some other field of operations.

There seemed to be but one chance in a hundred that he would be able to make the move successfully, but he took that chance, and while great piles of naval architecture, now ground to pieces on the rocks, a few miles from where he started, tell the mournful story of his failure, there are none who applaud his conduct more than the American officers and seamen who sent his ships to destruction.

It was about 9 o'clock this morning when the flagship 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 torpedo-boat destroyers Furor and Pluton. The lookout on the American vessels which were lying five or ten miles off the entrance to 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 sunken collier Merrimac, which they had been deluded into believing effectually blockaded the exit. There was great excitement at once and very rapid action along the American line. The signal for full speed ahead was running from bridge to engine room of every ship and the entire fleet commenced to move in shore toward 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 shore it soon became evident that the Spaniards had not come out to make an aggressive fight, for they turned to the westward as soon as they had cleared the harbor and started on their race for safety, at the same time sending shots at the American ships as fast as the men could load and fire the guns. The Brooklyn, Massachusetts, Texas, Oregon and Iowa were nearer the Spaniards than any others of the American vessels, but still most of them were too far away to get an effective range. They crowded on all steam, however, in preparation for a chase, never stopping their fire for one moment.

The Gloucester, a fast little yacht that cannot boast of any heavier battery than several six-pounders and three-pounders, was lying off Aguadores, three miles east of Morro, when the Spaniards came out. At first she joined in the attack on a leading vessel, and then held off, Capt. Wainwright concluding to reserve his efforts for the two torpedo-boat destroyers in the rear.

The Gloucester steamed after them when they appeared and chased them to a point five miles west of Morro castle, pouring shot after shot into them all the time. Her efforts bore abundant fruit, for to her belongs the credit of the destruction of both of the destroyers. She fired 1,400 shots during the chase, and it was not long before both destroyers were on fire and plainly disabled.

Notwithstanding, they both returned the Gloucester's fire, and a rain of small shells fell around the yacht, the Furor evidently determined that she would not stand the fire any longer, and she put about and headed back for Santiago. Then the Gloucester simply smothered her with shots from her rapid-fire guns and running like the wind, forced her to turn around and again head westward.

Smoke commenced to rise from the Furor's sides and she put in toward the shore. Before she had gone far what was left of her crew abandoned her and took to the boats, reaching the shore later. By that time she was a mass of flames and was drifting along helplessly.

The Pluton was in the same distressed condition and was also headed for the shore, running up alongside of a low bluff, where she soon pounded to pieces and finally broke in two completely. It was a most dangerous landing place for her crew and but about half of them reached the shore alive.

The Gloucester did not go any further west, but lay off shore and sent in a boat to the assistance of the crews of the destroyers. It did not take the flames long to reach the Furor's magazines and there were two terrific explosions, probably of the gun cotton on board of her, which blew holes in her bottom. Her stern sunk immediately, and as it settled in the water her bow rose straight into the air and she went to the bottom in perpetual oblivion, giving out a hissing, scalding sound as she disappeared below the surface.

Meantime the larger American ships were gaining on the Spanish cruisers, and a storm of shots was passing between the pursuers and the pursued. The American fire was so rapid that the ships were enveloped in thick clouds of smoke and it was impossible to tell at the distance which vessels were doing the greater execution. The Brooklyn and the five battleships were keeping up an incessant fire upon the Infanta Maria Teresa, the Vizcaya and the Almirante Oquendo, and the latter was returning it bravely, though with no success. 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 game, and their shells fell around the American ships. Many of them struck the upper works of the fleeing Spaniards, and must have resulted in killing and wounding many of their men.

The Spanish ships had now 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 flagship and the Oquendo were the first to show signals of distress. Two 13-inch shells from one of the battleships had struck the Maria Teresa at the water line, tearing great holes in

her side and causing her to fill rapidly. The Oquendo suffered about the same fate and both ships headed for a small cove and went aground 200 yards from the shore, flames shooting from them in every direction.

The officers and crew must have been aware of the fate which seemed to be before them, but it was not until the ships were on fire and enveloped in flames and smoke that the men ceased firing. The Gloucester, after sending a boat ashore to the Pluton, steamed along the coast to where the armored cruisers were stranded and went to their assistance. There was danger from the magazines and many of these on board jumped into the water and swam to the shore, though a number were unable to reach the small strip of sandy beach in the cove and were thrown against the rocks and killed or drowned.

Many of the wounded were lowered into the ship's own boats and taken ashore, but this task was a most difficult one.

The Gloucester had all her boats out and one seaman swam through the surf with a line from the Maria Teresa, making it fast to a tree on the shore. By this means many on the flagship, including Admiral Cervera, lowered themselves into the Gloucester's boats. The wounded were taken to the Gloucester as rapidly as possible and the lower deck of the yacht was soon covered with Spanish sailors, mangled in limb and body by the bursting of shells.

The Gloucester's crew gave the wounded men every attention possible. The shore was lined with those who had escaped from the Infanta Maria Teresa, and the Almirante Oquendo. There were still some men on both vessels when the fire commenced to reach the magazines and the boxes of ammunition lying on the decks.

Washington, July 4.—Secretary Long tonight received this cablegram from Commodore Watson dated at Playa del Este, July 3rd.

At 9:30 a. m. today, the Spanish squadron, seven in all, including one gunboat, came out of Santiago in column and was totally destroyed within an hour, excepting the Cristobal Colon, which was chased forty-five miles to westward by the commander in chief, Brooklyn, Oregon and Texas, surrendering to the Brooklyn, but was beached to prevent sinking.

None of our officers or men were injured except on board the Brooklyn.

John F. Waters has been arrested at San Francisco on an indictment for embezzlement found three years ago in Boston. He was a salesman for Calrus & Smith, jewelers of that city, and fled with goods valued at over \$1,000. Going to San Francisco, he enlisted in the Fourth United States cavalry, deserted, was caught again and imprisoned at Alcatraz. He had no sooner been released than he was taken into custody for the old crime. He admits his guilt.

The Idaho Intermountain Fair is to be opened by speeches delivered over the telephone by the governors of Oregon, Washington and perhaps California, says the Boise Statesman. Mr. Murray, general superintendent of the Bell Telephone company, with headquarters in Salt Lake, was in the city Friday making arrangements in connection with this work. He held a consultation with Director General Johnson of the fair and an understanding was reached with respect to the gubernatorial messages to be transmitted on the occasion of the opening of the fair. Mr. Murray said he felt certain the line would be completed and in running order by October 1st.