

SPAIN SEEKS PEACE.

French Ambassador Communicates Her Desire.

TERMS TO BE SETTLED.

The President Will Agree to Open Negotiations, But There Will Be No Acceptance of Any Proposition Intended Only to Delay—The War Will Be Pushed Vigorously.

A Washington special says: The Spanish government has sued for peace, not indirectly through the great Powers of Europe, but by a direct appeal to President McKinley.

The proposition was formally submitted to the President at 3 o'clock Tuesday afternoon by the French Ambassador, M. Jules Cambon, who had received instructions from the foreign office at Paris to deliver to the United States Government the tender of peace formulated by the Spanish Ministry. At the conclusion of the conference between the President and the French Ambassador, the following official statement was issued from the White House:

"The French Ambassador, on behalf of the Government of Spain, and by direction of the Spanish Minister of Foreign Affairs, presented to the President at the White House a message from the Spanish Government looking to the termination of the war and the settlement of terms of peace."

This was the only official statement made public, but it sufficed to put at rest all conjectures, and to make clear and definite that at last Spain had taken the initiative toward peace. Although peace rumors have been current almost daily heretofore since the war began, not one of them had the shadow of foundation, and until the French Ambassador received instructions from Paris no overtures of any kind had been received.

Although no formal statement can now be made as to what the President will demand of Spain, it may be safely stated that these, briefly, are the minimum terms that will be acceptable to the administration:

Complete independence of Cuba under the protection of the United States.

The absolute cession to the United States of Porto Rico and the Ladrones.

A coaling station in the Philippines.

The extreme concessions that Spain is supposed to be willing to make are:

The cession to the United States of Porto Rico.

The cession to the United States of Cuba rather than the recognition of the independence of the island.

HIS MEN COMING HOME.

Gen. Shafter's Army to Be Encamped on Long Island.

A Washington special says: Secretary Alger has given orders for the removal of all of Gen. Shafter's army as soon as the men, in the discretion of the commanding officer, may be safely brought back to a camp on Montauk Point, L. I.

Secretary Alger is deeply concerned over the welfare of the gallant troops under Shafter's command, now encamped on the outskirts of Santiago. The health report shows a surprisingly large number of cases of sickness, but army surgeons authorize the statement that these figures are misleading in a certain sense, and that the situation may not be nearly so bad as they would seem to indicate. The slightest ailment, of the most temporary nature, suffices to place a soldier's name upon the sick reports, which in their present shape would not distinguish between such a case and one of mortal illness. The inference is that many of these cases in Shafter's camp are of a trivial nature, but to swell its grand total of sick and wounded. Notwithstanding this mitigating fact Secretary Alger is going to remove the soldiers at the very earliest opportunity to a more healthful clime.

The Surgeon General under the direction of the Secretary a few days ago inspected a tract of land adjoining Montauk, L. I., belonging to the Long Island Railroad Company, which has been offered to the government as suitable for a large encampment.

The necessary orders to equip this as a camping ground will go forward immediately and every advantage will be taken of the experience gained in the formation of the great camps at Chickamauga and Camp Alger to make the conditions as comfortable as possible for the battle-scarred veterans of Shafter's army. The time of their removal is left to Gen. Shafter, the only limitation placed upon him being that he shall not delay the homeward sailing of his troops beyond the moment when it shall be safe for them to leave Santiago, having regard to the fever conditions. Meanwhile, details are being made of troops to supply the force that shall garrison Santiago so long as it shall be found necessary to continue troops there. The force will be made up almost altogether of immigrants.

TO CONFER ON PHILIPPINES.

The European Powers Will Probably Hold a Congress in Paris.

The Vienna correspondent of the London Daily Telegraph says: "The project of a European conference regarding the Philippines was brought forward long ago, and there is every prospect that the conference will meet in Paris."

The Madrid correspondent of the Times says: "La Correspondencia de Espana announced that in view of the probable capitulation of Manila General Rice, Captain General of the Vizcaya Islands, has been ordered to assume charge of all the territory formerly administered by Capt. Gen. Augusti. Thus Gen. Augusti will be able to sign only the capitulation of the city of Manila and its environs."

A cablegram from Hong Kong to the New York Journal says that Admiral Dewey, at Manila, has dispatched the Raleigh and the Concord to gather up eleven Spanish craft which, according to information sent him by Consul General Wildman, are at various places in the Philippine archipelago. Among these vessels are three gunboats at San Miguel, Luzon Island, and four at Port Royal, Palawan Island. Four merchantmen with cargoes of tobacco are reported at Cagayan, Luzon. The same dispatch reports that English traders at the coal mines at Betan, Luzon Island, have been imprisoned and subjected to ill-treatment otherwise by the Spaniards there.

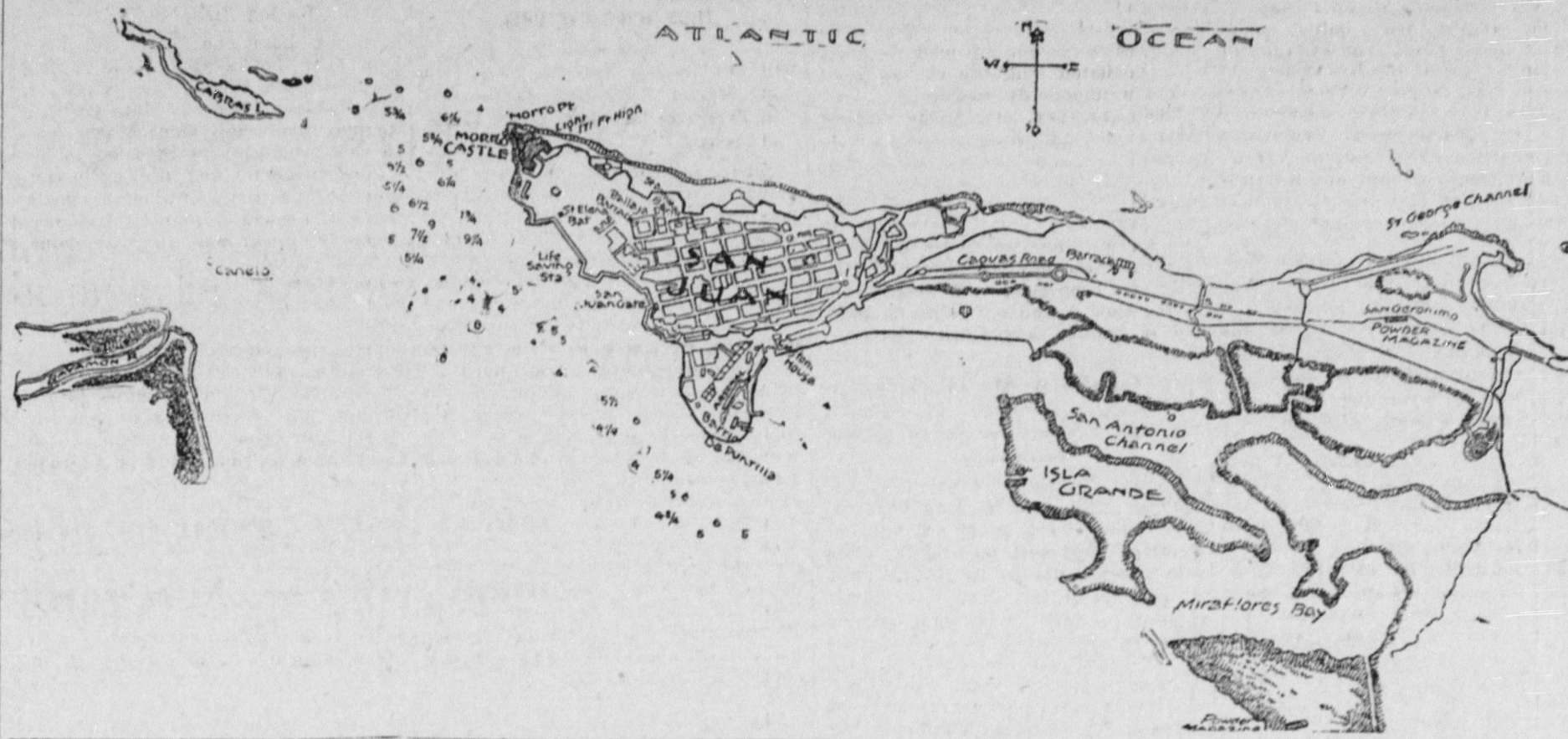
ABOUT TO ATTACK MANILA.

Captain General Augusti Sends a Significant Letter to Madrid.

A special dispatch from Madrid says General Augusti, Captain General of the Philippines, has telegraphed to the government as follows:

"The Americans are about to attack Manila. Grave events are impending.

CITY AND HARBOR OF SAN JUAN, PORTO RICO.



SAMPSON'S REPORT.

General Story of the Great Sea Fight.

ALL HANDS PRAISED.

The Part the Various Ships Took in the Engagement—He Speaks of What His Own Ship Did, But, Although the Brooklyn is Mentioned, He Does Not Give Credit to Schley For the Victory.

The following is Admiral Sampson's report of the destruction of Admiral Cervera's squadron on July 3, 1898, made to the Secretary of the Navy.

United States Flagship New York, First Rate.

Off Santiago de Cuba, Cuba, July 15, 1898.

Sir—I have the honor to make the following report upon the battle with and the destruction of the Spanish squadron, commanded by Admiral Cervera, off Santiago de Cuba, on Sunday, July 3, 1898.

The enemy's vessel came out of the harbor between 9.35 and 10 A. M., the head of the column appearing around Cap Smith at 9.31, and emerging from the channel fire or six minutes later.

The positions of the vessels of my command off Santiago at the moment were as follows: The flagship New York was four miles east of her blockading station, and about seven miles from the harbor entrance. She had started for Siboney, where I had intended to land, accompanied by several of my staff, and go to the front to consult with General Shafter. A discussion of the situation and a more definite understanding between us of the operations proposed had been rendered necessary by the unexpected strong resistance of the Spanish garrison off Santiago. I had sent my chief of staff on shore the day before to arrange an interview with General Shafter, who had been suffering with heat prostration. I made arrangements to his headquarters, and my flagship was in the position mentioned above when the Spanish squadron appeared in the channel. The remaining vessels were in or near their usual blockading positions, distributed in a semi-circle about the harbor entrance, according to the order: The Indiana about a mile and a half from shore; the Oregon the same distance; the Massachusetts about two miles from the shore west of Santiago. The distance of the vessels from the harbor entrance was from two and one-half and four miles, the latter being the limit of day-blockading distance. The length of the arc formed by the ships was about eight miles. The Massachusetts had left at 4 A. M. for Guantanamo for coal. Her station was between the Iowa and Texas. The auxiliaries Pluton and Vixen lay close to the land and near the harbor entrance; the large vessel, the Gloucester to the eastward and the Vixen to the westward. The torpedo boat Ericsson was in company with the flagship, and remained with her during her chase until ordered to discontinue, when she rendered very efficient service in rescuing prisoners from the burning Vizcaya.

The Spaniards Come Out.

The Spanish vessel came rapidly out of the harbor, at a speed estimated at from eight to ten knots, and in the following order: Infanta Maria Teresa (flagship), Vizcaya, Cristobal Colon and the Almirante Oquendo. The distance between these ships was about 800 yards, which means that from the time the first one became visible in the upper reach of the channel until the last one was out of the harbor, an interval of only about twelve minutes elapsed. Following the Oquendo, at a distance of about 1,200 yards, came the torpedo boat destroyer Pluton, and after her the Furor. The armored cruiser, as rapidly as they could bring their guns to bear, opened a vigorous fire upon the blockading vessels, and emerged from the channel shrouded in the smoke from their guns.

The men of our ships in front of the port were at Sunday "quarters for inspection." The signal was made simultaneously from several vessels: "Enemy's ships escaping!" and general quarters were sounded. The men cheered as they sprang to their guns, and fire was opened probably within eight minutes by the vessels whose guns commanded the entrance.

The New York's Part.

The New York turned about and steamed for the escaping fleet, lying the signal, "Close in towards harbor entrance and attack vessels," and gradually increased speed until toward the end of the chase she was making sixteen and a half knots, and was rapidly closing on the Cristobal Colon. She was not, at any time, within the range of the heavy Spanish shells, and her only part in the firing was to receive the undivided fire from the forts in passing the harbor entrance, and to fire a few shots at one of the destroyers, thought at the moment to be attempting to escape from the Gloucester.

The Spanish vessels, upon clearing the harbor, turned to the westward in columns, increasing their speed to the full power of

their engines. The heavy blockading vessels, which had closed in towards the Morro at the instant of the enemy's appearance, and at their best speed, delivered a rapid fire, well sustained and destructive, which speedily overwhelmed and silenced the Spanish fire. The initial speed of the Spaniards carried them rapidly past the blockading vessels, and the battle developed into a chase, in which the Brooklyn and Texas had the start the advantage of position. The Brooklyn maintained this lead. The Oregon, steaming with amazing speed from the commencement of the action, took first place. The Iowa and the Indiana having done good work, and not having the speed of the other ships, were directed by me, in succession, at about the time the Vizcaya was beached, to drop out of the chase and resume blockading stations. These vessels rescued many prisoners. The Vixen, finding that the rush of the Spanish ships would put her between two fires, ran outside of our own columns, and remained there during the battle and chase.

The Work of the Gloucester.

The skillful handling and gallant fighting of the Gloucester excited the admiration of everyone who witnessed it, and merits the commendation of the Navy Department. She is a fast and entirely unprotected auxiliary vessel—the yacht Corsair—and has a good battery of light rapid-fire guns. She was lying about two miles from the harbor entrance, to the southward and eastward, and immediately steamed in, opening fire upon the large ships. Anticipating the appearance of the Pluton and Furor, the Gloucester was slowed, thereby gaining more rapidly a high pressure of steam, and when the destroyers came out she steamed for them at full speed, and was able to close at short range, where her fire was accurate, deadly and of great volume. During this fight the Gloucester was under the fire of the Spanish batteries. Within twenty minutes from the time they emerged from Santiago harbor the careers of the Furor and the Pluton were ended, and two-thirds of their people killed. The Furor was beached and sunk in the surf; the Pluton sank in deep water a few minutes later. The destroyers probably suffered much injury from the fire of the secondary batteries of the battleships Iowa, Indiana and the Texas; yet I think a very considerable factor in their speedy destruction was the accurate and rapid fire of the Gloucester's battery. After rescuing the survivors of the destroyers, the Gloucester did excellent service in landing and securing the crew of the Infanta Maria Teresa.

Plan of the Spaniards.

The method of escape attempted by the Spaniards—all steering in the same direction and in formation—removed all tactical doubts or difficulties, and made plain the duty of every United States vessel to close in, immediately engage and pursue. This was promptly and effectively done. As already stated, the first rush of the Spanish squadron carried it past a number of the blockading ships, which could not immediately work up to their best speed, but they suffered heavily in passing, and the Infanta Maria Teresa and the Oquendo were probably set on fire by shells fired during the first fifteen minutes of the engagement. It was afterwards learned that the Infanta Maria Teresa's fire main had been cut by one of our first shots, and that she was unable to extinguish fire. With large volumes of smoke rising from their lower decks, and these vessels gave up both fight and flight and ran in on the beach—the Infanta Maria Teresa at about 10.15 A. M. at Nima Nima, six and one-half miles from Santiago harbor entrance, and the Almirante Oquendo at about 10.30 A. M. at Juan Gonzales, seven miles from the port.

The Vizcaya was still under the fire of the leading vessels, the Cristobal Colon had drawn ahead, leading the chase, and soon passed beyond the range of the guns of the leading American ships. The Vizcaya was soon set on fire, and at 11:15 she turned in shore and was beached at Ascaredos, fifteen miles from Santiago, burning fiercely, and with her reserves of ammunition on deck already beginning to explode. When about nine miles west of Santiago the Indiana had been signaled to go back to the harbor entrance, and at Ascaredos the Iowa was signaled to resume blockading station. The Iowa, assisted by the Ericsson and the H. S. T., took off the crew of the Vizcaya, while the Harvard and the Gloucester rescued those of the Infanta Maria Teresa and the Almirante Oquendo. This rescue of prisoners, including the wounded from the burning Spanish vessels, was the occasion of some of the most daring and gallant conduct of the day. The ships were burning fore and aft, their guns and reserve ammunition were exploding, and it was not known at what moment the fire would reach the main magazines. In addition to this, a heavy surf was running just inside the Spanish ships. But no risk deterred our officers and men until their work of humanity was complete.

Work of Brooklyn and Oregon.

There remained now of the Spanish ships only the Cristobal Colon, but she was their best and fastest vessel. Forced by the situation to hug the Cuban coast, her only chance of escape was by her superior and sustained speed. When the Vizcaya went ashore the Colon was about six miles ahead of the Brooklyn and the Oregon; but her speed was finished, and the American ships were now gaining upon her. Behind the Brooklyn and the Oregon came the Texas, Vixen and New York. It was evident from the bridges of the New York that all the

American ships were gradually overhauling the chase and that she had no chance of escape. At 11:50 the Brooklyn and Oregon opened fire and got her range, the Oregon's heavy shell striking beyond her, and at 12:20 she gave up without firing another shot, hauled down her colors and ran ashore at Rio Torquino, forty-eight miles from Santiago. Captain Cook, of the Brooklyn, went on board to receive the surrender. While his boat was alongside I came up in the New York, received his report and placed the Oregon in charge of the wreck to save her, if possible, and directed the prisoners to be transferred to the Resolute, which had followed the chase. Commodore Schley, whose chief of staff had gone on board to receive the surrender, had directed that all their personal effects should be retained by the officers. This order I did not modify. The Cristobal Colon was not injured by beaching, though she ran ashore at high speed. The beach was so steep that she came off by the working of the sea. But her sea valves were opened and broken. She was holed in the stern, and she sank treacherously. I am sure, after her surrender, and despite all efforts she sank. When it became evident that she could not be kept afloat she was pushed by the New York bodily upon the beach—the New York's steam being placed against her for this purpose—the ship being handled by Captain Chadwick with admirable judgment, and sank in shallow water and may be saved. Had this not been done she would have gone down in deep water and would have been to a certainty a total loss.

The Blockade.

I regard this complete and important victory over the Spanish forces as the successful finish of several weeks of arduous and close blockade, so effective and stringent during the night that the enemy was deterred from making the attempt to escape at night, and deliberately elected to make the attempt in daylight. That this was the case I was informed by the commanding officer of the Cristobal Colon.

It seems proper to briefly describe here the manner in which this was accomplished. The harbor of Santiago is naturally easy to blockade—there being but one entrance, and that a narrow one, and the deep water extending close up to the shore line, presenting no difficulties of navigation outside of the entrance. At the time of my arrival before the port—June 1—the moon was at its full, and there was sufficient light during the night to enable any movement outside of the entrance to be detected; but with the waning of the moon and the coming of dark nights there was opportunity for the enemy to escape, or for his torpedo boats to make an attack upon the blockading vessels.

It was ascertained with fair conclusiveness that the Merrimac, so gallantly taken into the channel on June 30, did not obstruct it. I, therefore, maintained the blockade as follows: To the battleships was assigned the duty, in turn, of lighting the channel. Moving up to the port, at a distance of from one to two miles from the Morro, depending upon the condition of the atmosphere, they threw a searchlight beam directly on the channel, and held it there steadily. This lighted up the entire breadth of the channel for half a mile inside of the entrance so brilliantly that the movement of small boats could be detected. Why the batteries never opened fire upon the searchlight ship was always a matter of surprise to me, but they never did. Stationed close to the entrance of the port were three picket launches, and a little distance further out three small picket vessels, usually converted yachts, and, when they were available, one or two of our torpedo boats. With this arrangement there was at least a certainty that nothing could get out of the harbor undetected. After the arrival of the army, when the situation forced upon the Spanish admiral a decision, our vigilance increased. The night blockading distance was reduced to two miles for all vessels, and a battleship was placed alongside the searchlight ship, with her broadside trained upon the channel, in readiness to fire the instant a Spanish ship should appear. The commanding officers merit the greatest praise for the perfect manner in which they entered into this plan and put it into execution. The Massachusetts, who according to routine, was run that morning to coal at Guantanamo, like the others, had spent every night upon the work, and deserved a better fate than to be absent that morning. I enclose, for the information of the department, copies of orders and memorandums, issued from time to time relating to the manner of maintaining the blockade. When all the work was done so well it is difficult to discriminate in praise. The object of the blockade of Cervera's squadron was fully accomplished.

Praise for the Ships.

The fine speed of the Oregon enabled her to take a front position in the chase, and the Cristobal Colon did not give up until the Oregon had thrown a thirteen-inch shell beyond her. This performance adds to the already brilliant record of this fine battleship, and speaks highly of the skill and care with which her admirable efficiency has been maintained during a service unprecedented in the history of vessels of her class. The Brooklyn's westerly blockading posi-

tion gave her an advantage in the chase which she maintained to the end, and she employed her fine battery with telling effect. The Texas and the New York were gaining on the chase during the last hour, and had an accident befallen the Brooklyn or the Oregon, would have speedily overhauled the Cristobal Colon.

From the moment the Spanish vessel exhausted her first burst of speed the result was never in doubt. She fell, in fact, far below what might reasonably have been expected of her. Careful measurements of time and distance gave her an average speed from the time she cleared the harbor mouth until the time she ran on shore at Rio Torquino, of 13.7 knots. Neither the New York nor the Brooklyn stopped to couple up their forward engines, but ran out the chase with one pair, getting steam, of course, as rapidly as possible on all boilers. To stop to couple up the forward engines would have meant a delay of fifteen minutes or four miles in the chase.

Several of the ships were struck, the Brooklyn more often than the others; but very light material injury was done, the greatest being on board the Iowa. Our loss was one man killed and one wounded, both on the Brooklyn. It is difficult to explain this immunity from loss of life or injury to ships in combat with modern vessels of the best type; but Spanish gunnery is poor at the best, and the superior weight and accuracy of our fire speedily drove the men from their guns and silenced their fire. This is borne out by the statements of prisoners, and by observation. The Spanish vessels, as they dashed out of the harbor, were covered with the smoke from their own guns, but this speedily diminished in volume and soon almost disappeared. The fire from the rapid-fire batteries of the battleships appears to have been remarkably destructive. An examination of the stranded vessels shows that the Almirante Oquendo especially had suffered terribly from this fire. Her sides are everywhere pierced and her decks were strewn with the charred remains of those who had fallen.

The reports of Commodore W. S. Schley and the commanding officers are enclosed. A board, appointed by me several days ago, has made a critical examination of the stranded vessels, both with a view of reporting upon the result of our fire and the military features involved, and of reporting upon the chances of saving any of them, and of wrecking the remainder. The report of the board will be speedily forwarded.

Very respectfully,

W. T. SAMPSON,
Commander-in-Chief U. S. Naval Force,
North Atlantic Station.

The Secretary of the Navy,
Navy Department, Washington, D. C.

ADVANCE UPON YANCO.

Gen. Miles' Troops Engaged With the Enemy's Forces.

An official dispatch to Madrid from Porto Rico says: "On Tuesday the Americans advanced in the direction of Yanco, fighting most of the way. Seven hundred Spanish regulars and volunteers encountered them and an engagement ensued, which lasted the whole night and only ceased with dawn on the following day. The Americans were obliged to withdraw to the coast."

Yanco is six miles northwest of Guanico, where our troops landed, the latter being the port of Yanco. A good road connects the two places. Matteo, an insurgent leader, lives at Yanco, according to Gen. Miles, and this circumstance apparently determined the direction of the American movement.

M. CAMBON'S LETTER.

Spain Admits That She Has Been Worst-Ed, and Her Sufferings Are Great.

The text of Ambassador Cambon's letter to President McKinley, is as follows: "The government of the United States and the government of Spain are unhappily at war as a result of the demand she refused to comply with."

"In the context of arms which followed, Spain admits that she has been worsted, and that her sufferings as a result are very great."

"She believes that the time has now come when she can properly ask the co-operation of the United States in terminating the war, and therefore asks to be furnished, through the French ambassador, with a statement of the terms upon which the United States would be willing to make peace."

The receivers of the Baltimore and Ohio Railroad have turned their attention to the improvement of the grades on the third division from Cumberland to Grafton, or rather that portion which lays between Altoona, the top of the 17-mile grade, and Terra Alta, where the Cranberry grade begins to descend. The line passes through Deer Park and Oakland and crosses what is known as the "Glades" of the Alleghany Mountains. The grades are short and choppy, some of them being 80 to 85 feet to the mile. One of the first pieces of work to be done is now in progress at No. 33 Cut, where the grade is being reduced from 81 feet to 42 1/2 feet per mile with equations for curvature. It is expected that the putting down of this grade will enable the engine to increase the train load from 1,000 tons to 1,200 tons on east-bound trains. One mile of the roadway will be lowered, and it is expected that the work will be completed by the middle of October.

ACCEPTED IN SPAIN.

Peace Terms Attributed to Us Indorsed.

WILL BE NO UPRISING.

Cabinet Issues a Note Saying That Peace Overtures Have Been Made to President McKinley—Retention of the Philippines and Release From the Payment of Indemnity the Features of the Terms.

A Madrid cablegram says: With the understanding that no indemnity will be demanded and that Spanish sovereignty in the Philippine Islands will be respected, the newspapers here consider the terms of peace attributed to President McKinley as being acceptable.

The papers, however, protest against the continuance of hostilities by the United States after Spain had sued for peace.

At the close of the Cabinet council the following semi-official note was issued: "The French Ambassador at Washington, during the afternoon of the 26th, presented, in behalf of the Spanish government, a message to President McKinley with the view of bringing the war to an end and making known the conditions of peace. The government has received information that the message has been handed to President McKinley, who replied that he would consult with his Council of Ministers and requested M. Cambon to come to the White House again to confer with him."

The Spanish officials declare that the published extracts from the note are incorrect. Popular Discontent Improbable. The Madrid correspondent of the London Daily Mail, remarking the "feeling of satisfaction and relief" the peace overtures have produced, says: "There is little probability of popular discontent and none at all if Spain is allowed to retain the Philippines and is not compelled to pay indemnity. The attitude of the people makes the chances of Don Carlos small. Moreover, the Carlists are said to disagree about the advisability of rising, the Marquis de Cerralbo and other leaders opposing the step. Nevertheless, it is feared that Don Carlos will insist upon it."

The Madrid correspondent of the Daily Telegraph says: "However unsalubrious the terms of peace may be, they will not provoke the slightest disturbance in Spain, where listless indifference is predominant."

The Daily Graphic points out that there is a probability of an international question arising over the difficulty of dealing with the Cuban debt, since a majority of the Spanish bond holders are Frenchmen.

An Objection From Germany.

The Berlin correspondent of the London Times says: "The terms of peace which America imposes occasion surprise here, as much too hard. The National Gazette remarks that the United States has not won a victory signal enough to warrant such hard terms, and expresses the opinion that the prospects of peace are, in consequence, gloomy."

The Times, commenting editorially upon the suggestion of the National Gazette that the United States has not won a victory signal enough yet to warrant the hard terms it would impose, says: "This suggestion from would-be friends of Spain merely shows that these critics entirely fail to grasp the military significance of America's sea power. Only by prompt and straightforward dealings with President McKinley can Spain hope to prevent the fruition of American imperial policy in the Pacific, the advantages of which even peace-loving, moderate Americans cannot ignore."

SHOT ON LITTERS.

Wife of the President's Secretary Tells of Spanish Barbarity.

A Washington special says: From Santiago, under date of July 8, Mrs. John Addison Porter, wife of the Secretary to the President, and now with Miss Clara Barton in Cuban relief work, has written a personal letter describing conditions there. It was written a week after the great battles of El Caney and San Juan.

The Red Cross was then aiding in the care of the wounded and feeding thousands of fugitives from Santiago. The Spanish wounded captives expressed much gratitude that they were given the same attention as the Americans. One surgeon, who dressed the wounds of 200 American and Spanish soldiers, told Mrs. Porter that nearly all the Spaniards were hit two and three times, while, as a rule, the Americans received a single wound, indicating the difference of marksmanship.

At this time everybody was busy caring for the sick and wounded. The American dead had been buried, but the trenches were full of dead Spaniards, whose bodies floated on the surface of the water, caused by rains, and filled the air with a sickening odor.

She cites instances of Spanish barbarity and says in several instances men were shot dead as they lay in Red Cross litter on the way to hospitals. This firing went on so unnecessarily that the surgeons operated by moonlight. They were afraid to light candles or lanterns, as Spanish sharpshooters would have picked them off.

Mrs. Porter says that a number of these guerrillas, or sharpshooters, were picked out of trees by American sharpshooters, although this was difficult because the Spaniards used smokeless powder. Commissions for their dastardly work were found on the bodies of these guerrillas, indicating that high Spanish officials sanctioned the barbarities committed.

Mrs. Porter tells of the heroism of the wounded. One boyish soldier who was dying said: "I would willingly go through it all again for my country."

She says that all the wounded soldiers are high in their eulogies of Colonel Roosevelt and Brigadier General Wood. The poor fellows are continually speaking of the bravery and kindness of these men. "They are not stuck up," said one badly wounded boy in blue, "and speak to the men wherever they see us." Hundreds of these soldiers say they will never leave Wood and Roosevelt.

Mrs. Porter says all the white soldiers speak highly of the courage of the colored soldiers, who fought bravely on every field. The soldiers, she says, criticize the Cubans for allowing the bushwhacking by the Spaniards. The soldiers think that as the Cubans knew the Spanish method of fighting they should have protected the American troops.

Admiral Juggled a Lawful Prize.

The British steamship Albatross, captured off Guantanamo Bay by the Marblehead, was declared a lawful prize of war by Judge Emory Sizer at Savannah, Ga. She was chartered by a Spaniard, and was on the way to Guantanamo to take out refugees. An appeal to the Supreme Court will be taken.