

HOT BATTLE AT QUINGUA.

DEATH OF OUR MEN KILLED BY REBEL FIRE FROM THE JUNGLE.

Col. Stotsenberg of the First Nebraska... Wounded Advance Was Made from Malolos...

MAJ. BELL, APRIL 23—9:30 P. M.—There was some severe fighting along the advanced American lines north of Malolos this morning...

The country examined by the cavalry was rough and covered with a dense growth of brush...

The Americans were not confused by the attack. They dismounted and, deploying as infantry, poured a telling fire into the brush...

News of the engagement was hurried back to Malolos, and while the Americans held their ground gallantly against a far stronger numerical force...

Two battalions of the First Nebraska Regiment and six companies of the Fifty-first Iowa...

Our losses were eight killed, including Col. Stotsenberg of the First Nebraska Infantry, and forty wounded.

OTIS REPORTS THE FIGHTING. Our Losses Were—Career of Col. Stotsenberg, Who Was Killed.

WASHINGTON, April 23.—The following cablegram from Gen. Otis was received at the War Department this afternoon:

"MAJ. BELL, APRIL 23.—A reconnaissance on Quingua, a place six miles northeast of Malolos, made by Major Bell and a troop of cavalry...

"Total, 41. Names on morning. Otis." John Miller Stotsenberg was born in New Albany, Ind., Nov. 24, 1858.

He was appointed Second Lieutenant of the First Cavalry June 11, 1881. He was promoted to the rank of Captain Dec. 14, 1886.

He served with his regiment in Arizona and New Mexico from September, 1887, to December, 1890, and was in the Sioux campaign and in the action at Wounded Knee, South Dakota, in the winter of 1890-1891.

He was at Fort Niagara from January, 1891, to October, 1894; at Fort Myers, Va., to August, 1895; at the Infantry and Cavalry School, Fort Leavenworth, Kansas, to June, 1897.

He was with his regiment at Fort Stevens during the battle of Manila, and was promoted to the rank of Major Dec. 18, 1898.

PLAN OF THE CAMPAIGN.

Lawton's Object Is to Cut Off the Enemy's Retreat from Calumpit to the Mountains.

WASHINGTON, April 23.—The plan of the campaign is given in the latest military map of the operations near Manila as follows: It is to be conducted in three stages...

OTIS SAYS TELEGRAMS HAVE BEEN SENT TO SOLDIERS URGING THEM NOT TO RE-ENLIST.

WASHINGTON, April 23.—Secretary Alger has received from Gen. Otis a reply to the cablegram asking him for particulars of the receipt by the United States soldiers in the Philippines of what has been reported by members of the Cabinet as "treasonable and seditious communications from the United States."

Gen. Otis says in his reply that telegrams were sent to the soldiers urging them not to re-enlist, and that they were variously signed "the committee," "the committee," and that some bore no signatures at all.

SOUTH DAKOTA IS PATRIOTIC. Lieut. Gov. Keen Says the People Do Not Demand the Recall of the Soldiers.

WASHINGTON, April 23.—Lieut. Gov. John T. Keen of South Dakota, in a letter addressed to President McKinley, repudiates the sentiments expressed by the Governor of that State in his recent communication demanding the immediate recall of the soldiers.

"MR. PRESIDENT: In view of the open letter recently addressed to you by the Governor of this State, representing that the people of this State are demanding the recall of the soldiers...

"I desire to recall to your remembrance the fact that in the field, and every town and village, there are men and women who are loyal and patriotic, and who are ready to furnish one or more companies at their own expense."

"The people of South Dakota do not believe that the suppression of a band of outlaws and guerrillas is a cause for a general recall of the soldiers."

"The Government is to be commended for its policy of maintaining the Philippines quiet, stable and liberal government, to substitute war and the sword for the sword and the bayonet."

"The people of this State will never ordinarily be called upon to fight down a rebel flag at Manila and substitute the red flag of anarchy, and our brave boys will be slow to forsake the charge. We believe that the problem of the Orient will be solved in conformity with the spirit and genius of American aims and purposes, dictated by the highest principles of justice."

"Lieutenant Governor JOHN T. KEEN. S. D. DEPARTMENT OF AGRICULTURE. WASHINGTON, D. C., April 17, 1899."

COGHLAN GETS NO REBUKE.

RALEIGH GOES DOWN THE RAY 30 MEN SHORT.

Surprised by an Order to Be Ready for Inspection To-Day—Capt. Coghlan Not in Any Way "Ordered Aboard His Ship."

Capt. Joseph B. Coghlan of the cruiser Raleigh has received no letter of inquiry from the Navy Department relative to his Friday night speech at the Union League Club, in which he told a story of Admiral Dewey's efforts to worry Admiral Dewey at Manila, and what the American Admiral thought of the German interference.

"This change of opinion seems to have spread insensibly to all classes and masses. The citizens seem ready to condemn the conduct of Capt. Coghlan to-day as sternly as would the people of any European country."

"The struggle has brought them into new and closer relations with the rest of the great powers, and they have been quick to realize that these relations will be best and most honorably maintained by a scrupulous regard of the interests of American citizens."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

LONDON DISCUSSES CAPT. COGHLAN.

His Speeches Looked Upon as an Flagrant Breach of Discipline.

Special Cable Despatch to The Sun. LONDON, April 24.—The papers here this morning give great prominence to the reports of the remarks alleged to have been made by Capt. Coghlan of the cruiser Raleigh at the Union League Club in New York.

"There have been times, and these times are not yet remote, when it is more than doubtful that such an offence would have been visited with such punishment. In those days may be surmised that the brutality of some of Capt. Coghlan's remarks would have been overlooked by the Government and condoned by the public as the excusable frankness of after-dinner oratory."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

"The Raleigh is to go out of commission very soon, after she has gone down the coast to visit Philadelphia, Wilmington and Charleston. Capt. Coghlan answered the Washington inquiry by telegraph on Thursday, and the day before the formal order for an inspection was sent by mail to Capt. Coghlan through Rear Admiral Philip, commandant of the New York Navy Yard."

NEGRO BURNED BY A MOB.

SAM ROSE TORTURED FOR THE CRANFORD MURDER AND ASSAULT.

Found at His Mother's House and Given Up to a Mob in Newnan, Ga., After He Had Been Locked Up—Crowd Cheered as He Withed—Ex-Gov. Atkinson's Plea.

NEWNAN, Ga., April 23.—Sam Rose was burned at a stake by a mob two miles from this place on the Palmetto road this afternoon at 2:30 o'clock for the murder of his former employer, Alfred Cranford, and an assault on Mrs. Cranford. At 2:40 o'clock a chain which held the negro to a tree broke and fell into the flames. The fire was put out and the negro chained again. He slowly burned. Before the fire was started both cars were cut off and he was otherwise well cared for. At 3:50 P. M. Rose died of his confusions, and his body was dropped upon his shoulder. The crowd cheered all his writhings. Warning was given for none to shoot, but to let him die by degrees. While burning he confessed all the details and said a negro named Lill Strickland at Palmetto offered him \$20 to kill Mr. Cranford.

"On the way to the stake Rose was identified excitedly by Mrs. McElroy, Mrs. Cranford's mother, and also by Mrs. Cranford's sister. Rose was marched through the streets of Newnan followed by 2,500 people."

"This is a warning to all negroes," cried the crowd. "If you do not do your duty, you will be burned like this man." Blood vessels broke from the agony of his torture. Huddles remained at the scene and Newnan was deserted this evening."

"Rose was first put in the Newnan Jail, and the crowd waited for Mrs. Cranford, who is in Newnan, to reach the jail. The crowd was orderly. The fire from Griffin was made very quickly. Sheriff Brown refused to accept Rose at the station in Newnan, demanding that he be delivered at the jail. He was marched through the streets, thousands wildly cheering and hundreds in the line."

"The mother of the mother of Rose, the Jones brothers of Marshallville, put their heads close to the prisoner as they marched saying: 'Burn him, go quiet. If you shoot him you will kill us. We are going to take this man to jail.'"

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"Mrs. Cranford's arrival was awaited impatiently. Sheriff Brown had been informed that the mother of Rose had been ordered to their demand to save a wholesale loss of life. The crowd blocked every street near the jail and clamored for Rose."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

"The negro was taken to the jail, and many women were present, waving their handkerchiefs and applauding the men who made the capture. Nothing could have saved Rose. A regiment of soldiers would have been powerless."

LADY SOPHIE SCOTT DISAPPEARS.

Said to Have Quarrelled with Her Husband Before Leaving Home.

LONDON, April 24.—The Daily Mail is authority for the statement that Lady Sophie Scott, wife of Sir Samuel E. Scott, M. P., has disappeared from London in a most strange manner. It is said that she drove from her residence, 7 Grosvenor square, on Monday last, ostensibly to go shopping. She dismissed her carriage in Bond street, and has not since returned to her home. As soon as her absence was noticed Sir Samuel telegraphed inquiries to friends throughout the country, thinking that his wife had gone to visit some of them. He obtained no information, however, as to Lady Sophie's whereabouts.

"It is understood that a message has since been received from her husband, from which it appears that in consequence of a fit she has decided to part from her husband. Lady Sophie is the youngest daughter of Earl Cadogan, Lord-Lieutenant of Ireland, who learned of the affair last week, while in his official capacity he was entertaining the Duke of Devonshire at Marlborough House. Sir Samuel is a member of the Scott banking family and is enormously wealthy. He married Lady Sophie in 1880. Several members of the royal family attended the wedding."

"Rios Wants to Attack Filipinos. Spanish General to Ask Permission to Go to the Relief of the Garrison at Baler."

MADRID, April 23.—The Cabinet has decided to authorize Gen. Rios, the commanding Spanish General in the Philippines, to ask permission of Gen. Otis, the American commander, to send a Spanish force to rescue the Spanish garrison which is beleaguered at Baler, near which place Lieut. Gilmore and fourteen other Americans are supposed to have been either killed or captured by the insurgents."

"Rios Wants to Attack Filipinos. Spanish General to Ask Permission to Go to the Relief of the Garrison at Baler." "The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

WHITNEY'S SECOND BOAT IN.

MATE MATSON AND FOURTEEN MEN REACH ST. AUGUSTINE.

St. Augustine, Fla., April 23.—A boat in charge of First Mate M. B. Matson of the abandoned steamer General Whitney and containing Mate Matson, Engineer Jansen, Carpenter G. L. Olsen, Quartermaster N. Larsen, Charles Alder, Thomas Cavanaugh, Pat O'Neil, H. Kemper, Fireman Henry Lewis, Officer B. Bolwell, Coal Passer Louis F. Cook, Chief Cook James Davis, Second Cook George L. Cook, Head Porter John Nelson, and Ed Seaborn, sailors, was sighted off this coast this morning by Coast Pilot Edward Allen, who went to the boat's assistance and brought the shipwrecked men safely into port at noon today.

"Mate Matson says that just after the 3 P. M. observation on Friday a break of the seacock was reported. The pumps were started at work, but the water gained so fast that it filled the coal bunkers and choked the pumps. The crew was then set to bailing. They worked without avail, the engine room becoming flooded and fires extinguished."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawthorne and others of the crew of *St. Myrta*, was ignorant of the fate of the other boats. Engineer Jansen said the construction outside of the condenser pipe was such as to prevent any shutting off of the leak by the inside valve. The engineers and stowmen worked in water neck deep trying to stop the leak. The sailors hung a sail over the outside leak."

"The ship lay at the mercy of the high-rolling but not dangerous sea. At 5:30 P. M. the ship settled to the upper deck, when Capt. Hawthorne ordered the boats out. They were simply provisioned, and at 6:30 o'clock on Friday the Captain's boat with sixteen of the crew left the ship, Mate Matson's boat leaving shortly after. The boats were experienced crew, and the Captain's boat was the last to leave. Mate Matson took observations and decided to make for St. Augustine. He lost sight of the Captain's boat shortly after leaving the ship, and until told of the drowning of Capt. Hawth