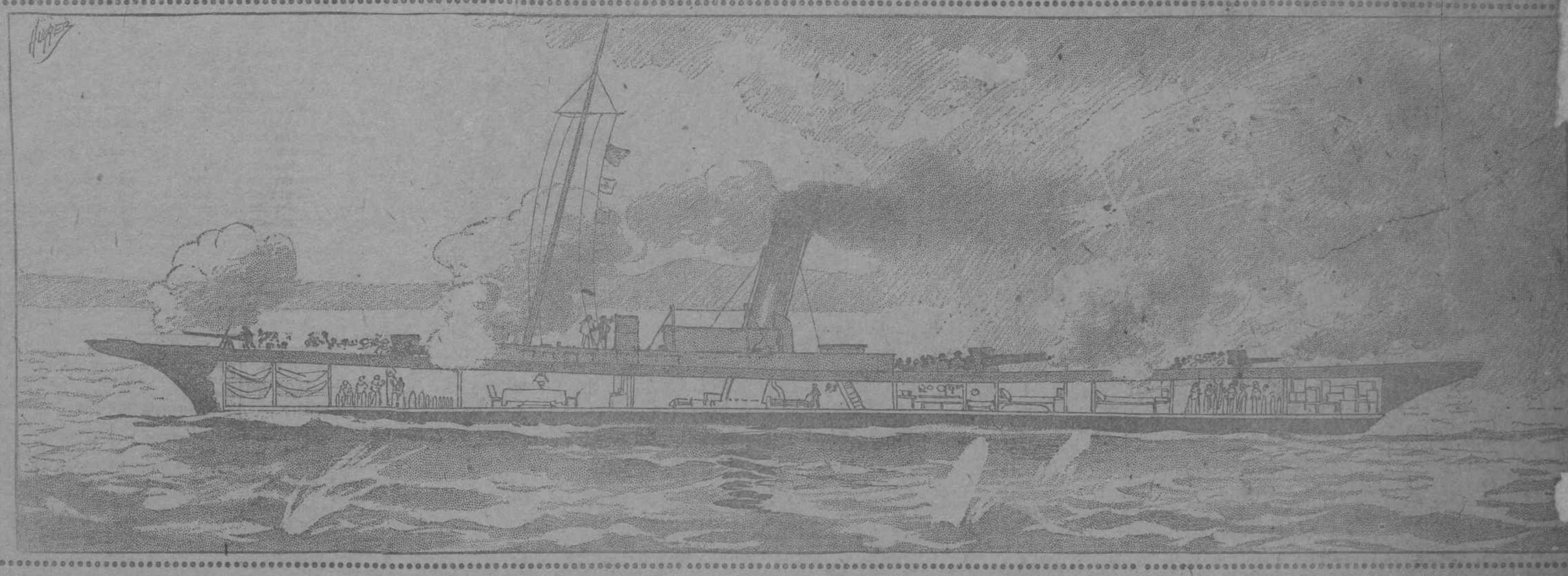
MIDGET GLOUCESTER HOME FROM THE WA



THE GUNBOAT GLOUCESTER, FORMERLY J. P. MORGAN'S YACHT CORSAIR.

Great Ovation For the Little "Convert" That Sank the Furor and Pluton.

VERY different in appearance from the natty vessel that was seen in former days ploughing the waters of this harbor as the pleasure yacht Corsair was the lead-colored craft that reached the upper bay yesterday from Guantanamo as the United States gunboat Gloucester.

Her tapering foremast had disappeared—removed, to save the Spaniards the trouble, when she left the service of Mr. Morgan to enter that of Uncle Sam—her main mast had been cut down and her war paint had been scraped from her hull in places. But rusty though her appearance, her record shone with a lustre that was fully appreciated by the crews of the other war ships at anchor off Tompkinsville, where the Gloucester dropped her port "mud hook."

They remembered that she had destroyed two of the fastest torpedo boat destroyers owned by Spain in that brief but decisive engagement off Santiago; and they also remembered that the crew of the Gloucester made the first landing in Porto Rico, and that in the face of a strong Spanish force. They remembered that two of the Gloucester's men hauled down the Spanish flag at Guanica and sent up the Stars and Stripes in its stead—the first American flag raised in America's new possession.

Cheers for the Gunboat.

It needed no history to warn the marines and blue jackets of the war fleet of these stirring events, and cheers rang out over the waters as the Gloucester's guns roared out a salute to the flagship. The Gloucester's flag was dipped as she swung to an anchorage, and then the cheers came again.

Pale and wan, Lieutenant-Commander Richard Wainwright, once executive officer of the lost battle ship Maine, sat on the after deck and smiled faintly. That the terrific campaign through which he passed has told on him his appearance yesterday fully proved. He looked pale, almost haggard, and thoroughly worn out.

Well he might, for no man, even one of such fighting qualities as Wainwright possesses, could stand the strain to which he has been subjected. The little Gloucester has been in active service almost every minute of the time since she left here for the South four months ago, after receiving her armament of eight guns. The commander, his officers and men have been on duty almost night and day and the pace has told. Wainwright made no effort to rise even when the cheers were loudest, but his smile of appreciation showed that they were not lost on him.

The crew forward responded with a will and they were not checked for it, either. The marines and blue jackets aboard looked as rugged as possible. They did not show the service they have seen in this campaign and not one of them had a word of fault to find with the vessel or her officers.

Her Work Well Done.

Lieutenant-Commander Wainwright declined to see any visitors yesterday. He was too much worn out, he said, to talk of the Gloucester's work in the war. The officers of the vessel gave an account of the gunboat's work in the war, but they told of it as if the herculean tasks performed unaided by this vessel and her gallant crew were nothing out of the ordinary.

It was in the engagement that resulted in the destruction of Cervera's fleet that the Gloucester first distinguished herself. From the day of the Maine's destruction the Lieutenant-Commander had ached to get a chance at the Spaniards. His desire was so great that Captain Sigsbee, Wainwright's former commander, was moved to remark to Admiral Sampson:

"Wainwright wants a fight worse than any man in the navy, and if the opportunity offers I advise you to give him a chance."

The chance came when Cervera's fleet made its bold dash out of Santiago Harbor on the morning of July 3. The Gloucester was one of the vessels waiting outside that harbor, and well did Wainwright improve his chance. He paid all his attention to the two fleet torpedo boat destroyers, Pluton and Furor. The two destroyers trailed behind the larger ships as they left the harbor, and no sooner had they reached the open sea than a perfect hail of metal from the Gloucester's six-pounders pounced into the two craft.

Wainwright on the Bridge.

On the bridge stood Wainwright himself, directing the fire against his two formidable antagonists. The American warships were after the larger game, and the Gloucester was left alone to cope with the two destroyers.

It did not seem possible that the little gunboat could hope to win in that unequal fight. But not a man on the vessel thought of that. The fire of their commander filled their minds and the gunners made every shot tell.

At the bow gun stood Gunner Bond, one of the best on the Gloucester, and it was a shot from the bow chaser that Bond sent through the boilers of the Furor. That shot alone nearly rendered the destroyer hors du combat. It was in vain that the Spanish gunners on the destroyers fired at their small antagonist, which made no attempt whatever to get out of the way, but kept sending in shells with amazing rapidity. The destroyers, in spite of their efforts to sink the Gloucester, were themselves in a sinking condition in less than ten minutes after the battle began.

Then they tried to get back into Santiago, but they had to face the Gloucester, which stood right in their course. The Pluton began to settle and, in desperation, her flag was struck. The Furor, too, was sinking and both vessels were blazing fore and aft.

Lieutenant Wood was sent to the sinking Furor in a small boat, and he succeeded in rescuing eight men. The others of the crew perished. Twenty-two out of a crew of seventy on the Pluton escaped to the shore and were taken prisoners and brought back to the gunboat. The colors of the Furor were also taken by Wainwright, who remarked quietly, as he looked at the rapidly sinking and smoking destroyers:

"The Maine is avenged."

Gloucester Captured Cervera.

After sinking the two destroyers the Gloucester received as prisoners Admiral Cervera and his captains, who, with nearly three hundred more Spanish prisoners, were captured on the beach after their ships had been sunk. Lieutenant-Commander Wainwright placed his private cabin at the disposal of the Spanish Admiral and his staff.

From this exciting action the Gloucester was called to accompany the fleet of transports that was taking General Miles's army of invasion to Porto Rico. There the little craft and her gallant crew won fresh laurels.

Unaccompanied, the Gloucester steamed into the harbor of Guanica, Porto Rico, on July 25, and fired at the block house, from the top of which the Spanish flag was floating. The Spaniards were taken completely by surprise. The Gloucester's 6-pounders shelled the hills to right and left, but avoided the town, for fear of injuring non-combatants. Then Lieutenant Lucy, with a landing party of thirty men, made the beach without opposition.

That night, after intrenchments had been thrown up, a party of thirty Spaniards suddenly opened fire on the landing party. The Gloucester responded, and in less than five minutes every gun on the boat was sending shells into the town and at the block-house.

The Spaniards fled, and Chief Yeoman Frank Lacey and Quartermaster Bechtold hauled down the Spanish flag and replaced it with the Stars and Stripes.

Always Ready for Fight.

At Ponce the next day the Gloucester again led the way, and the place was taken with little opposition. From there the gunboat, followed by the auxiliary cruisers, St. Louis and St. Paul, steamed to Arroyo, and there the fighting qualities of Lieutenant-Commander Wainwright and his crew were again put to the test and not found wanting.

The shallowness of the harbor prevented the big auxiliary cruisers from getting nearer at first than six miles. A reef with irregular openings through it stretches for miles off that port. Undaunted, the Gloucester steamed into Arroyo, and in spite of the fact that at least four thousand Spaniards were garrisoned at Guiana, four miles away, Lieutenant Wood and forty men made a landing and took the town.

The St. Louis in the meantime had been steered through a channel until she was within two miles of the shore. But there were no lighters to land the men and cavalry horses, and Lieutenant-Commander Wainwright met this emergency by appropriating some lighters hauled up on the beach. On these and on the old steamboat Gussie, which arrived very opportunely, the men and horses on the St. Louis were landed. The St. Paul did not get nearer than six miles and her troops were taken off by the Gussie.

After this the Gloucester was used as a dispatch boat for a time, and then sent back to Guantanamo, where she was used to transport the members of the Board of Survey to the stranded Spanish battle ships. The crew obtained a lot of mementoes of the great naval victory. The Chief Yeoman picked up a camera near one of the Vizcaya's six-pounders on the berth deck, but the instrument at once fell to pieces. He also found a six-pound shell on the Infanta Maria Teresa, which had been pierced at right angles by a one-pound shot from an American gun.

F. F. Shipp, yeoman of the Vulcan, who came here on the Gloucester, exhibited a Mauser rifle barrel that he had obtained on the Almirante Oquendo.

The memento most prized on the Gloucester, however, is a flattened Mauser bullet, the only shot that struck the gunboat during her engagement with the two destroyers.

The Gloucester will be surveyed in this port to determine her fitness for further service in the navy. She will probably be retained.

GLOUCESTER'S PART IN THE WAR.

April 21—Yacht Corsair purchased from J. Pierpont Morgan by the Government, refitted and named the Gloucester.

June 6—Gloucester sent south to land Colonel Hernandez, of the Cuban army, in Cuba.

July 3—In the battle with Cervera's fleet the Gloucester destroyed the torpedo-boat destroyers Furor and Pluton.

July 3 Commander Wainwright, of the Gloucester, received the formal surrender of Admiral Cervera.

July 25—The Gloucester raised the first United States flag in Porto Rico.

Aug. 4—The Gloucester, single-handed, captured the town of Arroyo, Porto Rico.

Aug. 27—The Gloucester was ordered to New York.

Sept. 4—Arrived at New York.

Lieut.-Commander Wainwright.

GLOUCESTER MEN FOUGHT BRAVELY.

Lieut.-Com. Wainwright Tells How They Sank the Furor and Pluton.

Washington, Sept. 4.—The Navy Department has received from Lieutenant-Commander Wainwright, of the Gloucester, the detailed reports of his officers made to him of the part that gallant little ship took in the action of July 3, when Admiral Cervera's fleet was destroyed. In these reports the individual heroism of many of the crew—the men before the mast—is spoken of in the most flattering terms. Their conduct, as Lieutenant Thomas C. Wood says, "fully reaffirms the best tradition of the American Navy."

All the reports show that every man on board did his duty. There was no shirking, no cowardice, no confusion. Assistant Surgeon Bransford took charge of one of the cutters during the action and fought at her gun until the engagement ended. Assistant Paymaster Brown did effective service with his Colt automatic gun, the accuracy of whose fire was afterward testified to by the prisoners. Down in the engine rooms everything worked without a hitch.

Dr. John Tracy Edson, of New York, acting ensign, is especially complimented by Lieutenant Harry P. Huse, the executive officer of the Gloucester. Concerning him the executive officer says:

"Ensign Edson, although the greater part of his life has been spent in sedentary studies and pursuits, showed the result of his early training at the Naval Academy and in the Navy by the manner in which he fought his guns during the action. The skill and ability he showed in handling his boat in the surf in the work of rescue excited the admiration of the seamen under his command. On his return to the ship Ensign Edson, who is a man of mature age and a surgeon in high standing in New York, turned his attention to the wounded prisoners and seconded the efforts of Assistant Surgeon Bransford."

Gallant John Bond.

Lieutenant Huse's report also calls particular attention to the gallant bearing of John Bond, chief boatswain's mate; William G. Ree, chief gunner's mate, and Herman C. Green, quartermaster, first class. The executive officer's report briefly touches on the appearance of Admiral Cervera's fleet as it came from Santiago harbor, and in a matter of fact way relates how they began firing on the advancing armored cruisers. He tells how, under the orders of Lieutenant-Commander Wainwright, the Gloucester slowed down to wait for the appearance of the two torpedo boat destroyers, either one of which was a match for the Gloucester. When they came in sight he described what happened as follows:

"When the larger vessels were well clear and the rear one about 1,500 yards to the westward of Morro, the destroyers Pluton and Furor came out and followed in their wake. At once we opened rapid fire on them from the starboard battery at a range of 2,500 yards, and the engines were run at full speed, the ship heading about west-northwest. Presently signal was made from the Indiana, 'Gunboats will advance.' After this signal it appeared that the fight between this ship and the two apparently uninjured destroyers was a thing apart from the battle in which the larger ships were engaged. The starboard forward guns were turned on the leading vessel, the Pluton, while the starboard after gun and the stern gun were aimed at the Furor. The speed of the Gloucester was gradually increased to more than seventeen knots, and then we were slowly overhauling the torpedo destroyers and closing in toward them.

"The fire from both sides was vigorous, but while many shots struck the water close alongside or went whistling over our heads, we were not hit once during the whole action. Meanwhile the service of our guns was excellent, and at a range of 1,200 yards the two automatic Colt rifles opened on the enemy. The Pluton had now (about 10:35) slackened her speed, showing evident signs of distress, and our fire was concentrated on the Furor. The range was decreased to 600 yards, and at this distance the majority of the shots appeared to strike. The Pluton was put on the rocks about four miles west of Morro and blew up. Our crew cheered at the sight of the explosion. The Furor soon commenced to describe circles with a starboard helm, her fire ceased, and it became apparent that she was disabled. A white rag was waved from forward and we stopped firing.

Furor a Shambles.

"Lieutenants Wood and Norman and Assistant Engineer Proctor were sent to rescue the crews and to see if the prizes could be saved. They found a horrible state of affairs on the Furor. The vessel was a perfect shambles. As she was on fire and burning rapidly, they took off the living and then rescued all they could find in the water and on the beach. The Pluton was among the rocks in the surf and could not be boarded, but her crew had made their way ashore or were adrift on life buoys and wreckage. These were all taken on board. I have since learned that the New York passed a number of men in the water had doubtless jumped overboard from destroyers to escape our fire. They were probably drowned. While we were going off, several explosions on the Furor, and presently, after she threw her bows in the air, she went down, slowly sank in deep water.

"This work of rescue was not accomplished without some danger, display of gallantry on the part of Otto Brown, acting Ensign Tracy describes the rescue of Spanish seamen from drowning, and gallantry of Brown in this way:

"After the Furor had been sunk and the Pluton had exploded I was sent with a division in command of the ship's cutter with instructions to rescue the crew of the Infanta Maria Teresa. As we approached this vessel, which was in flames, I saw a crew crowded forward on the forecastle and I passed the cutter alongside broadside on to a steep beach about two hundred yards. As we neared her I held up a rope's end to land purposely.

"A line which they gave me I bent and called for a good man to take it through the surf. Otto Brown responded to my call so manfully that it easily seen that he was the right man for the work. With the line about his waist he fought against the breakers for minutes. He returned safe to the crew.

Jack Tar's Struggle.

"The line was more carefully bent after this by William G. Ree, after another struggle, the cutter being this time, he made the beach. I and Keller, seaman, also through the surf, secure the line ashore. The men hauled to and from the ship about carrying each time eight or ten of the burning wreck. As we reached each time I found it necessary to throw one or more Spaniards into the water in order to expedite the work. These were immediately grabbed by Keller or Brown and passed along to the beach.

"In this manner the cutter landed two hundred officers and men. I believe that Admiral Cervera was among the number. The only other boat engaged in this rescue was the gig from the Gloucester, in charge of Lieutenant Norman. We worked frequently in association with each other in rescuing every soul on board without losing a single life. Among those rescued were many wounded who greatly needed assistance. One was later recovered by Keller and Brown, who remained in the water about two hours."

The Gloucester has claim to the great Bond honor, having most gallantly contributed its part in the capture of enemy's colors of the Cristobal Colon and Pluton. Lieutenant Wood brought the first two ships aboard, and Gunner Bond hauled down the flag of the Furor, that lieutenant recovered the surrender of Admiral Cervera, officers and men brought the prisoners aboard, and Gunner Bond hauled down the flag of the Furor.

Officers Under Commander Wainwright Tell of the Gunboat's Fight with Cervera.

BOY KNOCKS OUT FLEEING MURDERER

Johnny Bolton, with a Base-ball Bat, Captures Antonio Ferraro.

It was against all the rules of morality—to say nothing of the city ordinances—for Johnny Bolton to play baseball in the streets on Sunday, but since Johnny, with his trusty bat, captured a murderer for the police yesterday, it is hardly likely that he will be prosecuted for his offence.

The story of how Johnny caught that murderer involves Antonio Ferraro and Luciano Machlo and Policeman Deagan, of the lower Fulton street station.

Ferraro lived at No. 67 Adams street, in Brooklyn; Machlo lived at No. 55 Front street. They used to be friends until Machlo borrowed money from Ferraro and forgot to return it. Ferraro asked Machlo for the money; Machlo laughed. Ferraro did not laugh, but he bought a razor and watched for Machlo.

Yesterday the men met at Front and Garrison streets, nearly opposite the lower Fulton ferry [illegible] the sidewalk with his head almost severed from his body.

On the second floor of the police station opposite, James Deagan, a patrolman, was looking out of the window. He saw the murder, saw Ferraro dash away, and, careless and unarmed, followed in pursuit. Ferraro, still holding the blood stained razor, ran toward the pier.

Down on the pier Johnny Bolton and some other boys were playing baseball. Johnny was at bat, and had just knocked out a three-bagger, when the panting Ferraro came in sight. When he saw Ferraro with his razor Johnny yelled:

"Hi, kids, here's a Dago gone crazy."

The "kids" scattered at the word, but Johnny stood firm. As Ferraro ran toward him Johnny treated the head of the onrushing murderer exactly as he had treated the baseball.

Ferraro fell as if he had been struck by a bullet. Before he recovered his senses Policeman Deagan was sitting on him and his razor had been taken away. Ferraro was locked up to await trial. Johnny went along and superintended the operation.

M'KINLEY ASKED TO OUST A BOARD.

Immigration Officials Accused of Admitting Contract Laborers.

The Central Labor Union yesterday decided to appeal to T. V. Powderly, United States Commissioner of Immigration, from a decision of the Board of Inquiry, admitting six men, who, it is charged, were brought here in violation of the Contract Labor law. They will also ask President McKinley to remove Bertram Stumpf, O. Converse and Major Simpsey, of the Board of Inquiry, from office.

The six men were brought here to do certain work in ship building, and were admitted [illegible] expert mechanics in a special line. [illegible] Central Labor Union says [illegible] American [illegible] can to the [illegible]

BOY OF 3 KILLED BY TROLLEY CAR.

Young Man, the Child's Protector, Hurled Across the Street.

George Gingo, three years old, who lived at No. 388 Broome street, was killed instantly last night by a trolley car of the Fourth avenue line. Nicolo Sico, seventeen years old, of the same address, who was with the child at the time and who was struck by the same car, was injured.

The two were crossing Broome street at Mulberry when car No. 102, of the Fourth avenue electric line, shot through the street at great speed going west, and struck them. The older boy was hurled with great violence from the street across the sidewalk and against the wall of a building, while the little one fell under the fender and the front wheels passed over his body. His right leg was cut off and his breast was crushed in.

John Flanagan, the motorman, put on the brake with all his might and succeeded in stopping the car just as the wheels of the rear truck were about to pass over the child's body. Bystanders dragged the body from beneath the car and bore it to the Mulberry street police station. Flanagan was arrested.

Sico was taken to Gouverneur Hospital suffering [illegible] bruises and shock. It is not [illegible] if he is seriously hurt, [illegible]

BRIDGE TERRORS ON A HOT DAY.

Mismanagement and Consequent Waiting Cause Prostrations from Heat.

Those unfortunates whom business or prospective pleasure compelled to cross the Brooklyn Bridge had a bad enough time of it during the cool weather, but since the dreadful heat set in their troubles have increased a hundredfold. If the hot weather has done no other good, it has served to draw general attention to the miserably inadequate and incompetent methods of handling passengers between the boroughs of Manhattan and Brooklyn.

For more than an hour yesterday a string of people which reached from the ticket office to Park Row waited until the one lone ticket seller should be able to deal out bridge and elevated railroad tickets. At times as many as two hundred persons were waiting, but the economically minded company preferred to let the people wait and swelter and suffer rather than put on an extra ticket seller. Before the trolley cars got the rap of the B[illegible] of competing roads the company seems to think one man can easily handle the business.

After eleven o'clock at night he could probably do so, but in the daytime, and particularly during the hot weather, it is impossible. Crowds swarmed to the Bridge yesterday. Driven from the city by the excessive heat and hoping to find relief at the seashore, they headed for Coney Island and other resorts by way of the Bridge. They found that to get a chance to breathe sea air they would have to pass through an inferno.

There was not a breath of air under the bridge approach, but the space was filled with a mass of struggling, pushing men, women and children, all seemingly bent upon getting on the same car at the same time. One-third of the number of heat prostration cases handled at the Hudson Street Hospital yesterday were sent from the neighborhood of the Brooklyn Bridge.

No attempt whatever was made to obey the rule that motormen keep a hundred-foot space between the cars. The starters dispatched the cars in a string, the fender of one almost touching the rear of the one ahead, and the motormen took them across the Bridge in the same order.

It may have been an optical delusion, but a group gathered near the New York pier of the Bridge at 5 o'clock yesterday afternoon, and, looking at the further pier, were prepared to make affidavits that the Bridge was out of plumb. The policemen on the Bridge declared that it always looked that way in certain lights, and denied that the long string of heavily laden cars gathered upon one side of the roadway, had anything whatever to do with the matter. It was noticeable, however, that at the "slip joint" connection of the Bridge, there was six inches more stretch on the south side than on the north. The sun did that, the police said.

[illegible] ICE [illegible] Gertleer's aggregat[illegible] electrical [illegible]

SIX "L" CARS IN A BIG BLAZE.

Badly Damaged by a Fire Which Threatened West Side Yards.

Fire caught the great platform at the elevated road at Eighth avenue and One Hundred and Forty-fifth street yesterday afternoon, and for a time it looked as though the entire structure, eight hundred feet long and six hundred feet wide, would be destroyed.

The platform is the one on which the tracks extend from the elevated structure proper into the car yards. Just after 3 o'clock a hay engine, No. [illegible], was returning from a house in the Harlem on Twenty-fourth street, when a spark ran in front of the horses at One Hundred and Forty-eighth street and Eighth avenue, setting the elevated on fire. As soon as it was noticed the fire was the entire width of the platform.

The [illegible] had started from known [illegible] about two hundred feet [illegible] A high wind the [illegible] flames over the entire structure [illegible] were sent in [illegible] and the hands [illegible] time. Six bicycles which were in the cars were raised.

TO-MORROW, TUESD[illegible]
Sept. 6.
Forsythe's Sa[illegible]
OF
Ladies' Wais[illegible]
AT
1/2 P[illegible]
Do not miss it
JOHN