

THE CAPTURE OF THE ABBEY

An Incident of the Spanish-American War.

Written by Lieutenant W. E. AtLee
Who Fired the First Gun of That Short but Sharp Conflict.

About five weeks after the fall of Manila, the Asiatic Squadron under command of Rear Admiral George Dewey, was lying peacefully at anchor in the Bay of Manila, the Olympia, the flagship, and a portion of the squadron, were at anchor near Cavite, while the remainder of the squadron lay off the front of the city of Manila, near the mouth of the Pasig river. The McCulloch was anchored close under the breakwater engaged in taking tidal observations, with no thought of moving. The starboard watch had been granted liberty until the following morning, when at about 7:15 o'clock the signal man on watch reported to the officer of the deck that the flagship was "calling." This announcement excited interest in all on board. The McCulloch answered that the signal was understood. The flagship then signaled "Come within hail," and in 15 minutes the McCulloch was underway and steaming towards the flagship. A steam launch put out from her and steamed alongside us with orders for our commanding officer to report to the admiral. Ten minutes later our commanding officer returned on board bringing with him the following copy of a telegram: "The American steamer Abbey left Macao for Batangas on the 21st inst. with arms for Aguinaldo. (Signed) U. S. Consul, Hongkong," and also order to proceed at once to Batangas to seize the Abbey and bring her to Manila. It is needless to state that the officers and crew were delighted at the prospect. We were all anxious for the capture and wondered what kind of a vessel the Abbey might be, and whether she would show fight. The night was a perfect one, such a night as is only seen in the tropics. Our course lay through the beautiful Verde Island passage, which is formed by the mainland of the Island of Luzon and the islands that lie off the shore. The water is as smooth as a mill pond and the scenery grand. The town of Batangas is situated at the head of the beautiful bay of that name and was at that time the principal stronghold of the insurgents. It was strongly fortified and well garrisoned, and about one hundred miles from Manila, to the southward and eastward.

We had calculated that our prize would in all probability reach the entrance to Batangas bay about daylight in the morning, and we regulated our speed so as to reach there before that time. It must be remembered that one-half the crew had been left behind at Manila, and we had to make the best of it in our shorthanded condition. This was on the poor firemen who had to perform double duty, no small matter when one considers that the temperature on deck (in the shade) was 92 degrees, and in the fireroom it must have been 120 degrees. However, everyone went about his double duty cheerfully. 'Twas the admiral's orders, and that in itself was enough to encourage the crew; for we had all learned to love him, and to think that he had selected the McCulloch for this important mission made us feel proud.

Day was now breaking, and we were off the entrance to Batangas bay. The outlook reported "smoke ahead." The word was passed along to those of us who were sleeping, and in an incredibly short space of time all hands were on deck and looking eagerly in the direction of the cloud of smoke that was drawing gradually closer to us. The question was, would there be a fight. We were ready for her, the battery had been cast loose, the guns' crew had been called to quarters, and there was nothing left undone. The vessel was standing off our way. She was soon made out to be a two-masted steamer, and her hull was painted black. On she came. A boat was got ready to lower, and an officer was detailed to board her when she came near enough. Finally she hoisted her ensign. It was the Stars and Stripes. We were confident that we had our prize now. She was quite near to us, but apparently paid not the slightest attention to us, and in order to bring her to we placed ourselves across her bows and lowered our boat, the officer in charge having been instructed to ascertain her character. Our prize was seen to slow down and finally to stop. All eyes were upon her, when our dream was suddenly dispelled by the officer of the deck, who, having his

glasses leveled at her, slowly read her name—"S-a-n-t-a-n-d-e-r," it was the coasting steamer Santander. We all felt foolish, and indeed we looked it.

On the return of the boarding officer, the boat was hoisted, and it was decided to enter Batangas bay and follow the shore around, keeping a bright lookout. The town of Batangas came into view at the head of the bay, and as we drew nearer, a small steamer was seen to be lying at anchor, close to, and directly in front of the town, as we steered for her. She proved to be the Abbey. We stopped close to her and sent an officer with instructions to bring her master on board with the vessel's papers. Her master, who was a Filipino, returned with the boarding officer, but could give no satisfactory account of the Abbey nor how he came to be master of her; so our captain informed him that the Abbey had been seized, and would be taken at once to Manila. Strangely, her master seemed to be highly pleased, and asked permission to go on shore and get his wife and family to take them to Manila with him. This being granted, he was given two hours to get them. An officer, with a detail of men, was sent on board to take charge of her, and to ascertain her condition. Search resulted in finding a small number of rifles and swords, and 2000 rounds of ammunition, which were placed in one of the deck staterooms and an armed sentinel stationed at the door. The engineer reported the machinery in order and ready to get up steam. A large towing hawser was led from the McCulloch to the Abbey, and preparations made for towing her away. While this work was in progress a number of natives came on board. They were principally women and children, who claimed to be the families of the members of the crew of the Abbey, and wanted to go to Manila. They were allowed to come.

The two hours granted the master to enable him to bring his family off had now expired, and he was seen nearing the vessel. We got under way, having on board about 60 natives, and started out of the bay. We had not fairly started when a large war canoe, filled with armed natives, was seen approaching from the direction of Batangas. Two of the men were standing and urging the others to paddle faster. We slowed down in order to allow them to come up. As soon as they were close enough to hail us, the spokesman of the party announced that he was an American, serving as the private secretary to the governor of Batangas, who was in the canoe with him, and wanted to know what we meant by taking the Abbey away so unceremoniously. He was informed that Admiral Dewey had ordered us to bring the Abbey to Manila. The governor then requested us to wait until he could communicate with Aguinaldo which request was not granted, and we proceeded on our way, while the governor started for the town as fast as he could go.

Just as we had fairly started an insurgent gunboat was seen entering the bay. We went to "general quarters" as a precautionary measure, in the event of any interference, and kept our guns trained on her until she had passed by on her way to Batangas. By this time we were out of the bay and steaming along at a ten-knot speed. The afternoon was very hot, the party of two officers and six men on board the Abbey was divided into two watches, and had every prospect of spending a comfortable night on board, the officers remaining on the bridge, where the steering could be watched, and the men stationed in the pilot house to do the steering. The native crew offered to do all the work, but we deemed it best not to trust them. Just before sunset, the distant rumbling of thunder was heard; black clouds were covering the sky, a gentle northeast breeze had sprung up, a blinding flash of lightning accompanied by a deafening clap of thunder and a sudden downpour of rain that drenched us to the skin, for we were clad in white duck suits and wore cork helmets. This storm lasted for two hours, when it passed away as suddenly as it had come; the most severe electrical storm that we had ever witnessed. The officers on the bridge of the Abbey had to pass the remainder of the long night in their wet clothes, and it was one of the most uncomfortable nights that I ever passed. The sky was clear and beautiful, but a moderate breeze made it uncomfortably cool for us. We reached the entrance to Manila bay just before midnight, and at 2:30 a. m. arrived off Cavite, signaled the flagship and anchored.

After breakfast the Abbey was delivered to an officer from the flagship, who brought with him a detachment of seamen, to guard her. The crew and passengers were permitted to land, and make their way to Manila. The admiral complimented our captain upon the seizure, and told him that shortly after we had left for Batangas, he learned, much to his surprise, that Batangas was the stronghold of the insurgents, and was strongly fortified with masked batteries. He ventured the opinion that, had the insurgent governor reached shore in time, we should have had a lively time of it, for it was more than likely that the batteries would have opened fire on us.

An officer was detailed from the McCulloch to go on shore and obtain any information regarding the Abbey expedition. It was learned from good authority that a party of American citizens had purchased the vessel from a Chinese merchant, named her Abbey, took out an American register, proceeded to Manila, loaded her with arms and ammunition, proceeded to Batangas, and sold her and her charge to Aguinaldo, and that she had been at Batangas two weeks when the McCulloch seized her.

Four hours after the McCulloch had arrived at Cavite, the same insurgent gunboat seen by us as we were leaving Batangas, steamed into Canacao bay and anchored near the Abbey. Later we learned that she had been sent after us, for the purpose of rescuing the Abbey. —Lieut. W. E. AtLee in Alaskan Magazine.

Skagway's Grievance.
Gen. O. L. Spaulding, first assistant secretary of the United States treasury, who has been to Skagway and other Lynn canal ports, on a trip of general observation, returned to Seattle on the revenue cutter Grant last night. He will leave this morning for Helena, Mont., where he will stop a few days, and thence proceed to Washington City, reaching the capital about Aug. 17.

While at Skagway Gen. Spaulding attended a meeting of the chamber of commerce and discussed with the merchants of that place their grievances against the bonding privileges now accorded British shippers. In speaking of the matter last night, he stated that any petition from the Skagway people regarding the matter would receive full consideration at the hands of the government, but that he himself would not make any special report regarding the situation.

"I went up to learn something about the country in general and not specially to make an investigation of the bonding privileges, he said last night. "Skagway, as far as the bonding matter is concerned, is receiving exactly the same treatment as every other port of the United States. If the merchants' present desire for the abolition of the support of Skagway were fulfilled, I believe they would not find the change to their liking. I do not believe such a change would be wise for Skagway, but if they do address any petition to the department, it will be fully considered.

"I do not see how we could make any change as regards the bonding privilege. We can hardly make an exception in the case of Skagway.

"The grievances of the Skagway merchants are largely aimed at the Canadian customs authorities and it is not for us to attempt to dictate to Canada regarding her own regulations. We would not take it very kindly were she to attempt to dictate to us.

"Part of the trouble up there seems to grow out of methods of administration which are inadequate for the great development of the country. A large business was suddenly inaugurated in Skagway without adequate means of administration. In the course of time these grievances will disappear.

"As far as the closing of the support at Skagway is concerned, as I stated before, I do not believe it would be a wise change. It would shut out all except American ships in domestic trade. I am willing to help the Skagway merchants to secure an adjustment of their trade matters, but believe this remedy would be too severe."

Gen. Spaulding, on his trip north visited Bennett City, Wrangel, Juneau, Sitka, Ketchikan and adjacent points of interest. He was much impressed with the country. —P.-I. Aug. 8.

An Indian's Crime.
Ottawa, Aug. 1.—Further details of an alleged murder which occurred three months ago, 100 miles north of Maniwacki, brief mention of which was made a few days ago, have reached here. The murder is said to have occurred at Lake La Bardiere. The story goes that an Indian named Tete De Boule, it is alleged, killed all his relatives, his uncle, his wife and child. Two years ago the man is said to have killed his old uncle while in a rage. Ten months ago he and his wife and a baby girl went beaver hunting. The child, when it caught sight of a beaver, made an explanation of joy, frightened the animal, whereupon the father is alleged to have torn the child from the mother, placed its head under water until life was extinct. A few months later, it is alleged, the Indian killed his wife by cutting a hole in the ice and putting her head in the water, holding her in that position until life was ex-

ting, and then hid the body for some time afterwards."

Heavy underwear at Oak Hall.

Table de hote dinners. The Holborn.

Neatly furnished rooms. The Criterion.

Try Cascade Laundry for high-class work at reduced prices.

It might pay you to drop in and see the new stock of drugs, stationery and sundries at the Pioneer Drug Store.

The liquors are the best to be had, at the Regina.

The warmest and most comfortable hotel in Dawson is at the Regina.

Shindler has bicycle sundries; wood rims, inner tubes, ball bearings, spokes,

bells, cyclometers, toe clips, graphite, etc. Wheels to rent by the hour.

Best Canadian rye at the Regina.

The Holborn Cafe for delicacies.

Notice.

J. L. Sale & Co., the jewelers, have moved their main store to the Aurora building opposite Aurora dock.

Same old price, 25 cents, for drink, at the Regina.

REMOVAL SALE OF

Millinery and fancy Goods.

OWING to the lack of space at our present location, we are compelled to move to a new store on Second avenue, opposite S. Y. T. Co. Prior to our removal we will offer special inducements to customers. Present location: Second avenue, near Third street.

SUMMERS & ORRELL.

"White Pass and Yukon Route."

STR. BAILEY

Sails at 10 a. m. TO-MORROW for

White Horse and All Way Points!

J. H. ROGERS, Agent.

YUKON FLYER COMPANY

NELS PETERSON, General Manager

Sts. "Bonanza King" and "Eldorado"

Speed, Safety, Comfort. For reservation of staterooms and tickets or for any further information apply to company's office

WILLIAM F. GEORGE, AUDITOR AND GENERAL AGT., AURORA DOCK

Special Values!

We are offering great values on all our
Spring and Summer Suits, Trousers, Hats, FURNISHINGS, ETC.

WE MUST HAVE ROOM

We are now expecting large consignments of goods for Fall and Winter, and we will offer special inducements to purchasers on all our light weight goods.

HERSHBERG

THE RELIABLE SEATTLE CLOTHIERS,
DIRECTLY OPPOSITE C. D. CO. DOCK FRONT STREET

DON'T BE SHY!

If you need your toilet cleaned or any other garbage removed,
CALL ON GUILDS & BROWN,
Corner of Fourth Street and Second Avenue.

New Arrivals.

AMONG the NEW GOODS just received are to be found
INDIA LINENS, PLAIN SWISS, CHECKED NAINSOOK, FANCY ORGANDIES, FANCY DIMITIES, Fancy Figured FOULARD SILKS, Plain Colored and Black TAF-FETTA SILKS, Plain Black Satin DUCHESS, Beautiful Black and Colored CREPONS, Evening Shades in ALBATROSS and NUNS' VEILINGS, a Beautiful Line of Fine SILK WAISTS, and a Complete Line of NOTIONS.

SEE SHOW WINDOWS

N. A. T. & T. CO.

Kearney & Kearney

AURORA DOCK. Telephone 31

Freighting and Teaming

Goods delivered at the Forks, Eldorado and Upper Bonanza creeks.

Rates Reasonable... Satisfaction Guaranteed

GOODS HANDLED WITH CARE ALL ORDERS GIVEN PROMPT ATTENTION

Bonanza - Market

All Our Meats are Fresh Killed and of First Quality.

TELEPHONE 33
Third Street, Opposite Pavilion

ORR & TUKEY'S

STAGE

Daily Each Way

To Grand Forks

Leaves Forks at 8 a. m.
Arrive at Dawson 12:30 p. m.
Leave Dawson at 3 p. m.
Arrive at Forks 7 p. m.

FREIGHTING TO THE CREEKS.

HARDWARE

—AT—

Shindler's

Mitchell, Lewis & Stover Co.

OF SEATTLE, WASH.

Mining Machinery of All Descriptions. Pumping Plants a Specialty. Orders Taken for Early Spring Delivery.

Chas. E. Severance, Gen. Agt., Room 15, A. C. Building

Granite and Enamelled Ware

DAWSON HARDWARE CO., JUST IN
SECOND AVENUE