

beach, was in flames, the Iowa stood in close to her and succeeded in rescuing her captain and such officers and men as were still alive. The conduct of her crew in their efforts to succor the unfortunate Spaniards was beyond praise. It was as splendid and beautiful as their bravery in action had been conspicuous. On her return to the entrance at Santiago, during the afternoon of the 3d of July, she received on board Admiral Cervera and several of his officers who had surrendered to the gallant Wainwright after his splendid fight with the Spanish torpedo boats.

After Sampson's brilliant victory over the Spanish fleet the Iowa was held in readiness to go to the Mediterranean or Manila as circumstances might demand. During all this time since leaving Key West her engines were never stopped for one minute on account of repairs, and though her bottom was as foul as a half-tide rock, her gallant crew was always equal to any demand that was made upon them. When the Spanish war was over she returned to New York with the victorious fleet and received her share of the applause showered upon them by a grateful people. She was then thoroughly overhauled and proceeded, in company with the celebrated battleship Oregon, to the Pacific coast where she is now stationed. Good luck to the dear old ship; she is an honor to the great commonwealth after which she was named.

NAVY DEP'T, WASHINGTON, D. C., JUNE 3, 1901.

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SEVERAL large rafts of pine lumber have already arrived at this place and Stephenson, from the pine region in Wisconsin. It was sold in the water at \$30 per 1000 feet. We are told that a more beautiful lot of lumber never descended the Allegheny than was purchased yesterday by Mr. Le Claire, of this village. If in the absence of building materials improvements progress, what will be the result when lumber is plenty?—*Davenport (Iowa) Sun, May 3, 1839.*

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