

The Department publishes for the information of the service the following correspondence in regard to the conduct of Private (now Corporal) Harry MacNeal, U. S. M. C., of the U. S. S. Brooklyn:

[Extract from the report of Captain Paul St. C. Murphy, U. S. M. C.]

During the early part of the action a cartridge jammed in the bore of the starboard forward 6-pounder, and in the effort to withdraw it the case became detached from the projectile, leaving the latter fast in the bore and impossible to extract from the rear. Corporal Robert Gray, of the port gun, asked and received permission to attempt to drive the shell out by means of the rammer. To do this it was necessary to go out on the gun, and the undertaking was full of difficulties and danger, the latter due in a great measure to the blast of the turret guns firing overhead. The gun was hot, and it was necessary to cling to the jacob ladder with one hand while endeavoring with the other to manipulate the long rammer. After a brave effort he was forced to give up, and was ordered in. Quarter Gunner W. H. Smith then came, sent by the executive officer, and promptly placed himself in the dangerous position outside the gun port, where he worked and failed as the corporal had done. Neither had been able to get the rammer into the bore, and there seemed nothing left to do but dismount the gun. At this juncture Private MacNeal, one of the crew, volunteered to go out and make the final effort. The gun was so important, the starboard battery being engaged, that as a forlorn hope he was permitted to make the attempt. He pushed out boldly and set to work. The guns on the forward turret were firing, the blast nearly knocking him overboard, and the enemy's shots were coming with frequency into his immediate neighborhood. It was at this time that Chief Yeoman Ellis was killed on the other side of the deck. MacNeal never paused in his work. The rammer was finally placed in the bore and the shell ejected. The gun was immediately put in action and MacNeal resumed his duties as coolly as if what he had done were a matter of everyday routine.

[Endorsement.]

NAVAL EXAMINING BOARD,  
*Navy Yard, Washington, July 12, 1899.*

I mentioned Private MacNeal, U. S. M. C., for his conspicuous bravery in the battle of July 3, off Santiago, in my official report of that action.

I cheerfully recommend him for a medal of honor.

F. A. COOK,  
*Captain, U. S. N.*

[Endorsement.]

NAVAL RETIRING BOARD,  
*Navy Yard, Washington, D. C., July 20, 1899.*

Respectfully returned to the Chief of the Bureau of Navigation, with the statement that Private MacNeal's conduct during the battle of July 3, 1898, was conspicuous for its danger and daring, and I would recommend him for a medal.

W. S. SCHLEY,  
*Rear-Admiral, U. S. N.*

[Endorsement.]

DEPARTMENT OF THE NAVY, BUREAU OF NAVIGATION,  
*August 5, 1899.*

Respectfully referred to the Commander in Chief, North Atlantic Station, for such recommendation as may be desirable under the provisions of section 1407, Revised Statutes of the United States.

F. W. DICKINS,  
*Acting Chief of Bureau.*

[Endorsement.]

U. S. FLAGSHIP NEW YORK, FIRST RATE,  
*Bar Harbor, Me., August 7, 1899.*

Respectfully returned to the Navy Department, recommending that a medal of honor be given the within-named Corporal Harry MacNeal, U. S. M. C.

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

The Department commends the courage displayed by Corporal Harry MacNeal, in performing the gallant act above outlined, and has awarded him a medal of honor.

CHAS. H. ALLEN,  
*Acting Secretary.*