

seized by the English gunboat *Starling*, which also fired into the steamer. The *Lillian* returned to Nassau and was taken possession of by the English authorities. She sank some twelve hours after, and lies across the reef with her back broken, a wreck. These men left Nassau Friday, the 29th ult. These are all the particulars, as nearly as can be gathered, from men belonging to the crew of the *Lillian*. Nearly all brought here are Cubans.

Very respectfully, your obedient servant,
(Signed,) W. W. QUEEN,
Commander and Senior Officer present.

The Spanish Fleet at Havana—Number, Capacity and Armament of the Vessels—Report of Admiral Poor to the Navy Department.

WASHINGTON, Nov. 11.—The following letter explains itself:

NORTH ATLANTIC FLEET, UNITED STATES }
FLAGSHIP POWHATAN, FIRST RATE, }
HARBOR OF HAVANA, Nov. 3, 1869. }

Hon. G. M. Robeson, Secretary of the Navy:

SIR: In compliance with the Department's circular letter of Sept. 28, 1869, I have the honor to state that the vessels of war in this harbor at present are a portion of the Spanish fleet, consisting of one large iron-clad screw frigate, with projecting prow or ram, the *Vittoria*, mounting thirty guns of heavy calibre—six and seven inch—nearly all rifled; full ship rigged; plating $4\frac{1}{2}$ inches thick; tonnage about 6,000; built in England, and is very fast. Three double-banked screw frigates, (wooden,) averaging forty-six guns, mostly of heavy calibre; full ship rigged, and about equal to the *Colorado* class. They are the *Gerona*, about 4,000 tons, and mounts thirty-two sixty-eight-pounders on main deck, and sixteen thirty-two-pounders on the spar deck; the *Almanzor* and the *Lealtad*, which are a trifle smaller than the *Gerona*. The *Almanzor* has just arrived from Malaga, and appears to be fully manned, as also does the *Lealtad*. The other two, judging from the hammocks they stow, are very short-handed. A sidewheel gunboat sailed the day after the arrival of the *Powhatan*. There is also a Spanish dispatch vessel of the English blockade runner class here. The Spanish officers here report that two heavy ironclads—the *Saragossa* and another—and one more frigate, are expected from Spain. I have rarely seen finer specimens of naval architecture than these vessels present. I understand, from the Spanish Admiral MAL CUMPO, that it is the intention to send the ironclad *Vittoria* to New-York to be docked for the purpose of cleaning her bottom. I learn that the mortality in the Spanish fleet during the past Summer months was very severe—several hundred in number. A supply of water, and other assistance that we may need, has been offered by the Spanish Admiral. Her Britannic Majesty's gunboat *Philomel* has just arrived from Jamaica with sickness on board. Her commander died last night, and one officer previous to her arrival here. The *Philomel* reports that the English fleet is recruiting at Halifax, Nova Scotia. I can learn nothing of the French fleet. As opportunities occur I hope to furnish more definite information respecting the naval force upon this station. I am, Sir, very respectfully, your obedient servant,
C. H. POOR,
Rear Admiral commanding North Atlantic Fleet.

The Capture of the Lillian—The Vessel Sunk and Broke in Two—Report of the Officer in Command at Key West.

WASHINGTON, Nov. 11.—The following was received at the Navy Department to-day:

UNITED STATES STEAMER TUSCARORA, }
KEY WEST, Fla., Nov. 3, 1869. }

SIR: I hasten to inform the Department (the Admiral being absent in Havana, and the steamer for New-York about to leave) that an English schooner arrived to-day from Nassau with 120 of the men of the steamer *Lillian*, which left Cedar Keys Oct. 5. The steamer rounded Cuba, going east on the south side, but made no attempt to land the men. She then went into Nassau on the 16th inst., flying a Cuban flag, short of coal, having previously landed 150 men with two days' provisions near Nassau. She made the attempt to coal some miles at sea the next day, but the coal schooners, of which there were two, were