

















## PRESIDENT AND CABINET.

1. Secretary of the Treasury Gage.
2. Attorney-General Griggs.
3. Secretary of Agriculture Wilson.
4. Secretary of War Alger.
5. President McKinley.
6. Secretary of the Navy Long.
7. Postmaster-General Smith.
8. Secretary of State Day.
9. Secretary of the Interior Bliss.



THE  
GREAT AMERICAN-SPANISH WAR SCENES

*With OFFICIAL PHOTOGRAPHS by United States Naval Photographer, E. H. HART.*

A HISTORY OF THE WAR IN CUBA  
AND  
THE UNITED STATES CONFLICT WITH SPAIN

*By* LIEUTENANT EDGAR JOHNSTON.

CONTAINS AN AUTHENTIC ACCOUNT OF OUR NAVY,  
WITH DETAILED INFORMATION CONCERNING THE TYPE, GRADE, COST, DISPLACEMENT, DIMENSIONS, WHEN COMMISSIONED,  
AND INDIVIDUAL CHARACTERISTICS; LEADING SPANISH MEN-O'-WAR; VIEWS OF HARBORS AND PLACES WHERE  
NAVAL ENGAGEMENTS HAVE TAKEN PLACE; STARTLING AND VIVID SCENES IN CUBA AND CUBAN FIELDS;  
GROUP PICTURES OF THE PRESIDENT'S CABINET, ARMY AND NAVY, OFFICERS AND EQUIPMENT.

IEWS OF THE ILL-FATED MAINE,

With Crew at Drill, Inside Views and Scenes after Explosion.

MAP IN COLORS, OF SPANISH POSSESSIONS IN EAST AND WEST INDIES.

**Profusely Illustrated.**

W. B. CONKEY COMPANY,  
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30248

Revised Ed.

2nd Ed. 1898.

# PREFACE.



THE war with Spain, so far resulting in the brilliant victory of Commodore Dewey in Manila Bay, has centered public interest upon the United States Navy. This great battle, which added another name to the list of naval heroes, and demonstrated the efficiency of American seamanship, was chiefly important as affording the first real test of the fighting qualities of modern warships, equipped with high power guns.

The present volume contains the latest official photographs of our torpedo boats, torpedo boat destroyers, cruisers, battleships, gunboats, monitors, rams, dynamite cruisers, dispatch vessels, and other war craft, the whole embodying an authentic portrayal of the American navy as it exists today. A complete description of the construction, displacement, size, speed, batteries, armor, crew and cost of each boat will enable the reader to form an accurate estimate of our fighting strength. Included with these, are photographs of the leading Spanish men-o'-war, also fully described.

Perhaps the most interesting portions of the book are views of the *Maine*, taken *before* the disaster in Havana harbor, showing the life and discipline aboard a battleship, together with portraits of the officers and crew, supplemented by photographs taken *after the explosion*, depicting the divers at their work, and other incidents in connection with this sad but memorable event.

The views of the cruisers *Olympia*, *Baltimore*, *Boston* and *Raleigh* and the gunboats *Concord* and *Petrel* will furnish a memento of the most brilliant naval engagement of modern times. Other valuable features are portraits of the President of the United States, cabinet officials, and the leading army and navy officers.

Undoubtedly, one of the results of our war with Spain will be the completion of a navy that will command the admiration of the world. While the national policy has always been a peaceful one, the government now recognizes the necessity of being always prepared for any exigency that may arise, while our foreign interests demand that European nations respect and recognize us as a power able to uphold its rights. The appropriation of "millions for defense" will be followed by the construction of other vessels equipped with the deadliest and most effective engines of destruction. It has been said that the Krupp gun is the forerunner of the "era of good-will." A powerful defensive force means—"not the big wars that make ambition virtue," but Peace.



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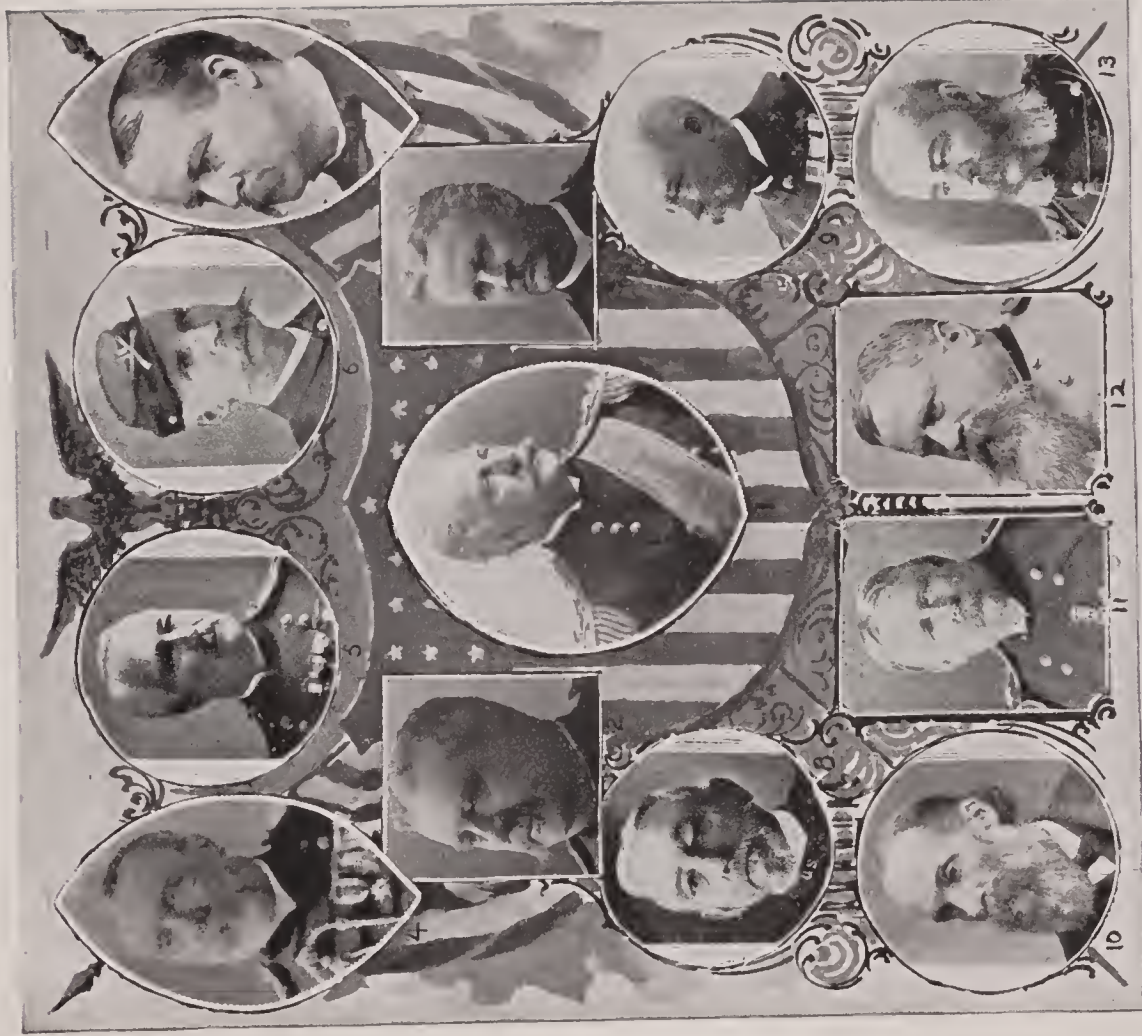
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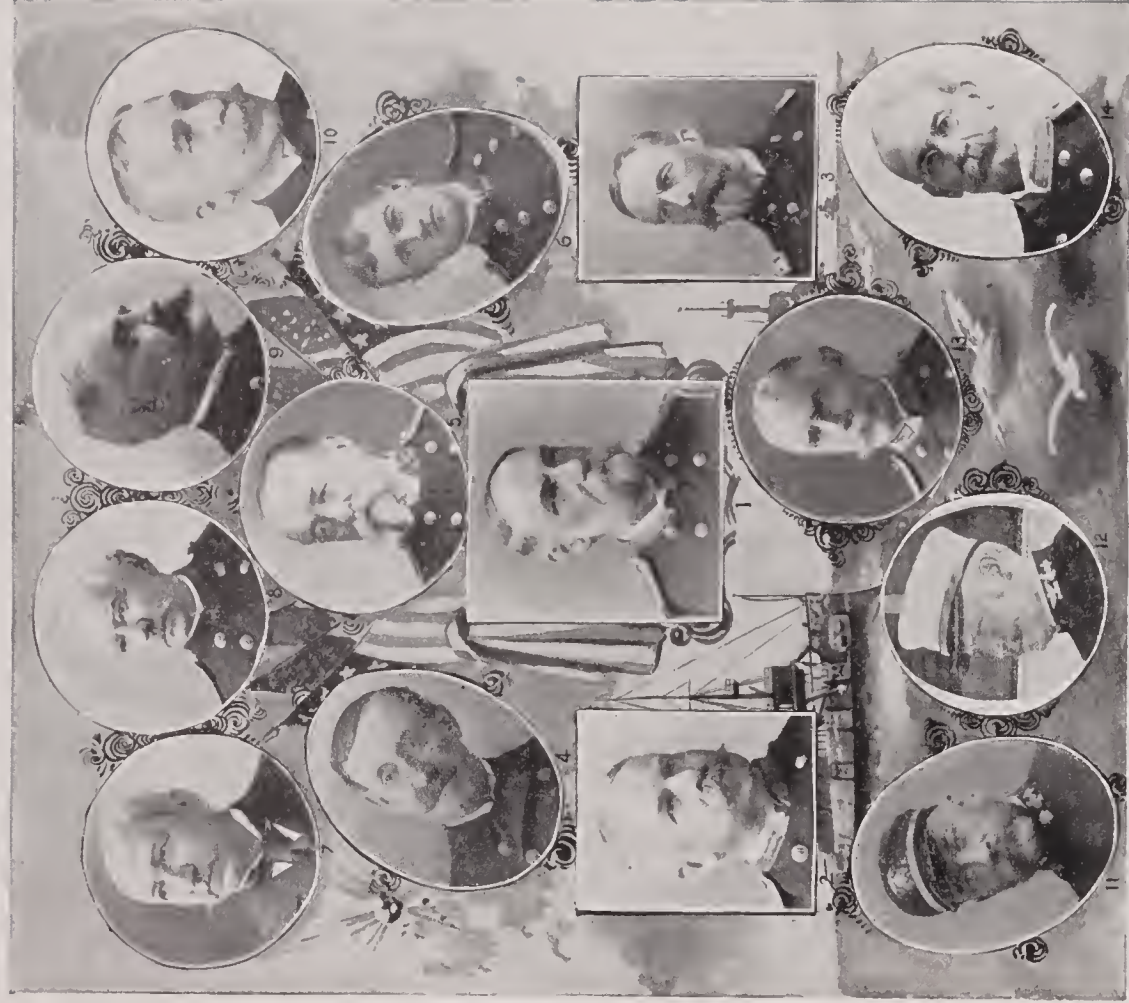
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ARMY OFFICERS.

- |                               |                            |
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| 3. Major-General Breckenridg. | 10. Major-General Wheeler. |
| 4. Major-General Merriam.     | 11. Major-General Shafter. |
| 5. Major-General Coppinger.   | 12. Major-General Lee.     |
| 6. Major-General Sewell.      | 13. Major-General Otis.    |



## NAVY OFFICERS.

- |    |                      |     |                      |
|----|----------------------|-----|----------------------|
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| 2. | Commodore McNair.    | 9.  | Commander Wilde.     |
| 3. | Captain Sampson.     | 10. | Rear Admiral Dewey.  |
| 4. | Captain Schley.      | 11. | Commander M'Collum.  |
| 5. | Rear Admiral Norton. | 12. | Captain Chadwick.    |
| 6. | Commander Evans.     | 13. | Commander Pendleton. |
| 7. | Commander Craig.     | 14. | Captain Sigsbee.     |



## THE WAR IN CUBA.

THE history of Cuba since its discovery by Christopher Columbus in 1492 is a heartrending record of oppression. From the advent of the Spaniards the extreme cruelty and injustice was inaugurated that has characterized their treatment of the people of Cuba ever since. Under Hernando the government was so rigorous that it resulted not only in greatly impairing the prosperity of the island but in the total extinction of the Indian population in 1533. In 1534, and again in 1554, Havana was destroyed by the French, but it was rebuilt, and in 1584 the city was so strongly fortified as to make it exempt from attacks by sea. In 1624 the Dutch captured the island, but only to surrender it again to Spain. For half a century following the prosperity of the island suffered from repeated incursions of filibusters. In 1762 Havana was taken by the English, but the year following it was surrendered to Spain in exchange for Florida. The commercial relations between Spain and Cuba grew stronger and more close, and the island became the center of the slave trade for all Spanish South America, and remained so until 1815, when the importation of slaves was forbidden. Through all its history, up to 1829, Cuba was loyal to the Spanish crown, and poured, with the utmost generosity and willingness, its wealth into the treasury of the mother country. As an evidence of this it may be said that in July, 1808, when the French had deposed the royal family of Spain, the Cuban cabildo met at once and every member took a solemn oath to preserve the island from the deposed sovereign, and war without truce was declared against Napoleon. Two years later, when Mexico threw off the Spanish yoke, Cuba remained loyal to the mother country. Upon the re-establishment of Spanish dominion over the island was inaugurated the form of government by governors or captains-general appointed by the crown, which has been continued to the present time. Under this form of government the last remnants of political, civil and religious liberty have been gradually destroyed, until the last quarter-century the inhabitants of the island have been excluded from all public office and from all the affairs of the island; taxes have been multiplied, and the people have been robbed and plundered to supply the Spanish treasury with funds for the maintenance of the home government, its army and navy. Under such conditions discontent was created and spread rapidly. In 1829 this discontent showed itself in the uprising known as the conspiracy of the "Black Eagle." In 1844 there was an insurrection of the blacks. The first serious revolutionary attempt, however, was that of Narcisso Lopez in 1848, a year red with revolutions and revolutionary movements. In May, 1850, he landed in the island with 600 men from the United States. He captured the city of Cardenas, but failed to receive support and withdrew. Again, in August, 1851, he gathered a band of several hundred Kentuckians and made a descent upon

the north coast. He was pursued by the Spaniards from place to place, his force dispersed and 700 taken prisoners. Then began that system of horrible cruelty which Spain has since persistently followed in the treatment of Cuban insurgents. Lopez, Crittenden and this great body of prisoners were all put to death by the garrote.

Concha was succeeded as captain-general by Canedo and Pezuelas, but no change for the better took place in the administration of the unhappy island. In 1868 the Spanish revolution led to a rising of the friends of Cuban independence on the island and ten years' insurrection was inaugurated. The leader of that movement was Carlos Manuel Cespedes, who took the field with a force composed of his own liberated slaves. He soon had an army of 12,000 men. The uprising took place at Yara, in the district of Bayama. October 10 of that year, in the city of Manzanillo, independence was declared and a provincial republic established. Cespedes was elected president, and among the members of the first congress was Tomas Estrada Palma, second president of the provisional republic. Among the revolutionary leaders with Cespedes, besides Modesto Diaz and Ignacio Agramonte, were Maceo Maximo Gomez, Carlos Roloff and Serafin Sanchez. These last names will be recognized as those of the men now at the head of the actual revolutionary movement.

The whole eastern end of the island rapidly came into possession of the new republic. October 18 Bayamo was captured. Ten days later Holgun joined the movement, and early in November a strong Spanish force from Santiago de Cuba was signally defeated. A number of the Spanish-American republics at once accorded the revolutionists belligerent rights. For eight years Spain poured thousands of men and millions of money into the island in an unavailing attempt to crush out the insurrection. In November, 1876, in a debate in the Spanish cortes on the affairs of Cuba, it was stated that 145,000 soldiers had been sent to Cuba, and of them not enough remained or had returned to make a single regiment. In that year Spain determined to make a last gigantic effort, and General Martinez Campos, the "Strong Man of Spain," was sent to Cuba with 36,000 fresh troops. While doing enormous damage to Spain, the revolutionists had not been able during all this time, owing to the peculiar character of the warfare, to do more than hold their own. Both sides were weary of the struggle, and by tactful promises, holding out the hope of autonomy for Cuba, Campos succeeded in effecting the treaty of Zanjón, and thus, by diplomacy rather than by force of arms, put an end to the ten years' revolution.

During the year 1873 an incident occurred which nearly led to serious complications with Spain. The *Virginius* was a steamer owned by Americans which had been engaged by filibusters for the purpose of carrying men, arms and provisions to the Cuban insurgents. Many of the prominent leaders of the insurrection were on board, and they carried with them two thousand Remington rifles, a large supply of ammunition, and a large stock of provisions. She had come within eighteen miles of the Cuban coast on October 31, 1873, when she was sighted six miles away by the Spanish cruiser *Tornado*, which immediately gave

chase. The *Virginius* at once changed her course and headed for Jamaica, from which island she was then distant about one hundred miles. Despite the fact that she threw over a great portion of her cargo to lighten her load and draw away from the Spanish vessel, the latter gained on her rapidly, and she was brought up at last by a couple of shots fired through her rigging.

The leaders of the revolutionists who were passengers on board the *Virginius* were General Oscar Varona, a Cuban officer of great courage and considerable military skill, and William A. C. Ryan, an ex-captain of the Union army, who had attached himself to the cause of the Cuban insurgents in 1869 and risen to the rank of inspector-general in that service. Ryan was by birth a Canadian, and at the time of the capture of the *Virginius* he was but thirty years old.

When Varona realized that capture was inevitable, he suggested that the Spaniards be allowed to board the *Virginius*, and that, when they would be about to take possession, he would descend to the powder magazine and blow up the steamer and all on board. To the Americans on the vessel he declared that this would be a much better fate than to fall into the hands of the foe, in which case they would assuredly die a cruel death or perish slowly in Spanish prisons. Captain Fry, however, pointed to the Stars and Stripes, under which he was sailing, and, laying stress upon the fact that his papers were correct in every detail, assured those who were with him that there was no cause for serious uneasiness. Although prepared to face any danger, Ryan was not so sanguine, although he united with the commander of the *Virginius* in opposing the desperate intentions of Varona.

Two boats' crews were dispatched from the *Tornado*, and a Spanish officer, coming aboard the American steamer, ordered the Stars and Stripes to be run down from the masthead and the Spanish ensign substituted. Captain Fry presented his papers and challenged the officer to show any flaw in them. The latter acknowledged that they were correct in every particular, then pocketed them and ordered the steamer to be headed for Santiago de Cuba. This port was reached at 5 o'clock on the evening of November 1, and proceedings were at once begun against the whole *Virginius* party as pirates. The United States vice-consul at Santiago protested to no purpose; all were condemned to death, and on November 4 the first four of the party were taken out and shot. A naval court-martial was then organized to try Captain Fry and his crew. The trial was short, and the result was never in doubt.

On November 7 the captain, the first mate and thirty-four seamen were shot, the execution being attended by acts of the most revolting inhumanity. It is stated that, as the men fell as a result of the awful fusillade, the commander of a company of Spanish cavalry, which was drawn up on the square, ordered his men to gallop over the prostrate bodies until the faces should be altogether unrecognizable.

Upon receipt of the news of the capture of the *Virginius*, the government of the United States had immediately communicated with Madrid, requesting suspension of the action upon the part of the Spanish authorities in Cuba, and orders to this effect were

immediately cabled from the Spanish capital, Santiago de Cuba. These orders were totally disregarded by those in charge at Santiago, and the executions continued. On November 8 eleven more of the so-called expeditionists were shot.

The affair created the most intense indignation throughout the United States. Spain at first refused to entertain any proposals to pay an indemnity, and acted in the most utterly proud and haughty manner. The administration maintained its stand, however, and at last Spain was forced to surrender and gave her promise to pay the indemnity asked for, and thus the affair was closed.

The main concession for which the unconquered insurgents accepted peace was the promise of constitutional reform. As a matter of fact, there promptly followed four royal decrees as follows: June 9, 1878, entitling Cuba to elect deputies to the cortes, one for each 40,000 people; June 9, dividing the island into the present six provinces; June 21, instituting a system of provincial and municipal government, followed on August 16 by the necessary electoral regulations. But the system was immediately seen to be the shadow without the substance of self-government. The provincial assembly could nominate three candidates for presiding officer. It was the inevitable governor-general who had the power to appoint, not necessarily one of the three nominees, but any member of the assembly he chose. But all this provincial machinery was in reality an empty form, since expressly by law the governor-general was given the power to prorogue the assemblies at will. The chief practical result of the long struggle was the wiping out of slavery in Cuba.

The population of the island is about 2,000,000. Upon that population was fastened by Spain the enormous debt of \$200,000,000. In addition to this crushing debt of \$100 per capita was added a system of taxation inconceivable in its extent and oppressiveness. However exaggerated any statement of the wrongs of the Cubans may seem, the difficulty really is not how to magnify but how to give an adequate conception of them. Everything that a Cuban had or did was subject to two taxes at least.

Of the first class some examples may give an idea: The smallest retail stores were taxed \$300, and for larger stores the tax was greater. Each and every article in those stores had paid customs duties at excessive rates. Every income was taxed. Even clerks in the stores paid a tax of  $2\frac{1}{2}$  per cent. of their salaries, 6 per cent. on this income tax to cover the expense of collecting it. Every social gathering was taxed. There was a tax on marriages, on funerals, and even on a dinner party or dance. There was a tax on repairing houses. There was a tax on every servant kept. There was a tax for every letter in the signs of the stores. There were import and export duties. The duty on American flour was absolutely prohibitory, simply that Spain may dispose in Cuba of an inferior quality, produced in Spain, at enormous profit. Two years ago, when the Spanish crops were a failure, cheap brands of American flour were purchased and sent to Spain and re-shipped to Cuba, the double freight thereon being added to the duties. The statement has been frequently made—and, however incredible it may seem, it is true—that the government banks,

the officers of which are, of course, Spaniards, have passed out counterfeit money in making payments. Indeed, so far and to such an extent this was done that the long-suffering inhabitants of Havana once nearly rose in riot against the abuse. The other class of taxes it is impossible to estimate, as it consisted of extortions of the government officials which were as barefaced as they were incredible.

No sooner had the peace of 1878 been concluded than plans were considered for the present rebellion. During the revolution of 1868-1878 a boy of fifteen was put in chains and kept at hard labor for alleged seditious writings. Later he was sent to Spain, but succeeded in escaping shortly after. He became a man of great genius, of high intellectual attainments, a poet and a brilliant journalist. Every move in the great struggle for freedom in his native land, from which he was an exile, was watched by him with deepest interest. He foresaw the inevitable outcome of that struggle and resolved to devote his life to the perfection of plans which would result in the attainment of freedom. That man was Jose Marti.

In 1891 he began to put his well-thought plans into active execution. Knowing that the most energetic and patriotic of his fellow-countrymen had been forced to leave Cuba, he sought them out in the land of their refuge, the United States. Others had gone to the various Spanish-American republics—to Jamaica, to Haiti, and to Santo Domingo. Marti visited the principal cities in all of these countries, forming in each of them clubs of Cubans, which altogether made up the Cuban revolutionary party, of which Marti was president.

Enormous sums of money were collected and placed in his hands for disbursement. With this money he purchased immense quantities of arms and ammunition, which were secretly shipped to Cuba and there concealed until the time should be ripe to declare the new revolution. The time arrived early in 1895. February 24 Marti gave the signal to proclaim once more the republic of Cuba. The old flag, adopted in 1868—a triangular blue union, bearing a single star and five stripes, three of red and two of white—was again hoisted to the cry of "Cuba Libre"! Unfortunately for his plans, accident had placed the Spaniards in possession of the knowledge that such an attempt was to be made. In the province of Matanzas great stores of arms and ammunition were discovered and forfeited, and the suspected leaders were kept under strict espionage.

The captain-general, Calleja, put forth every effort to crush the movement in its inception. How unsuccessfully the columns of the daily newspapers during the last year, in spite of the difficulty of obtaining truthful information and the tremendous efforts made by Spain and still making to hide from the world any real knowledge of the condition of events, will show.

Toward the end of February, 1895, Marti arrived on the island, and was nominated by the revolutionary junta to be the head of the new revolutionary government, and General Maximo Gomez was appointed commander of the insurgent forces. The insurgents had two points of rally, one being Matanzas in the province of Matanza on the north coast of the island, the other being

Santiago in the province of Santiago de Cuba on the extreme southeast coast. In March the government announced the capture of Matanzas. At this time the government forces on the island consisted of 18,000 regulars, while the insurgent forces were very closely estimated at about 6,000, and of these about 4,000 were well armed with modern rifles and revolvers. It is exceedingly difficult to give a chronology of the events of the war in Cuba, from the facts that most of the reports came through Spanish sources and are wholly unreliable, and also because the insurgents are not risking their cause in general engagements. The battles, as a rule, are more like skirmishes than general encounters. During March the insurgents were defeated near Bayamo, but later defeated the government troops. The rebels were defeated at Guantanamo and at Salis, where two of their leaders were killed. On the other hand, during March the rebels won signal victories at El Cobre and at Holguin. The rebellion was spreading rapidly in March and the number under arms was increasing. The extreme difficulty of policing so large an extent of coast rendered it impossible for the insurgents to procure arms and ammunition in large quantities from their friends in the United States and in Mexico.

In April the rebels met defeat at Palmarito, Holguin and Palenque. The rebels won battles at Ramon de las Yaguas and at minor points in the east end of the island. Re-enforcements were weekly arriving from Spain. In May the rebels pushed the war toward the west, using the extreme eastern province of Santiago de Cuba as their base. The point of attack was Puerto Principe, the chief city of the province next west of Santiago de Cuba. In May, in a battle near Camaguey, the government forces were defeated and General Echague was taken prisoner, and they were defeated May 12, in a battle at Jovita. May 20 occurred the battle near Dos Rios, in which the rebels were defeated and Marti was killed, the most severe loss sustained by the insurgent forces since the uprising. It is claimed, with strong evidence in its favor, that Marti was assassinated by a Cuban traitor.

Up to the first of June over 20,000 troops were sent to Cuba from Spain, and 10,000 additional forces are under orders to sail. The troops, however, have been of the poorest kind, being Spanish conscripts, the larger proportion being boys under military age and without discipline, experience or acclimation. They are, however, fairly well armed and officered. In June the insurgents pushed the campaign westward into the province of Puerto Principe, and, as the people of the province favored the Cuban cause, the state fell into the rebels' hands without much fighting. So completely had the rebels acquired possession of the two eastern provinces that General Maceo began the issuance of clearance papers to merchant vessels from the port of Calmanera. The taking of the war to the west developed the strength of the insurgent forces. The town of Canasi, west of Matanzas, was attacked by the rebels early in June, and the Spanish bands under General Pratt deserted and went over to the rebels. At that time the insurgent forces were estimated to number 20,000 men of all arms. In June the cities of Saledad and Cienfuegos revolted against Spanish rule, and it was reported that "all the artillery possessed by the Spanish forces in the eastern departments" had fallen

into the hands of General Maceo. In Spain a dispatch was received from the captain-general that 14,000 fresh troops were necessary to prosecute an offensive campaign in Cuba.

Through July and August the military operations on the island were confined to skirmishes between the opposing forces, success being usually with the insurgents. The insurgents used the time in perfecting their political organizations and in preparations for declaring their independence, in choosing government officials, and in perfecting their constitution.

On the 23d of September a meeting of the Cuban provincial delegates was held at Anton de Puerto Principe, at which the report of the special committee appointed to draw a constitution was adopted without debate, the fundamental laws of the republic were formally proclaimed, and the independence of the island from Spain solemnly declared. General Campos, the Spanish commander, was unable to subdue the rebellious Cubans. Finally he was recalled and General Weyler was sent to take his place. Upon his arrival at the island he issued a manifesto calling upon the insurgents to surrender at once under penalty of death. He announced that he intended to prosecute unrelenting warfare against those who persisted in bearing arms against the government. This threat did not intimidate the brave Cubans, who, under the leadership of Gomez and Maceo, steadily resisted the Spanish arms. General Weyler's career is well known. Diabolical savagery can only describe the inhuman course he adopted. Finally he was recalled to Spain and General Blanco appointed his successor. But still the Cubans fought on, doggedly but bravely.

The island of Cuba is the largest and most western of the West Indies, and, compared to the others, has nearly double the superficial area. From east to west it is over seven hundred miles in length, and is twenty-two miles wide at its narrowest part. Its resources are great, its climate most salubrious, and its geographical position has made it the richest of all the Spanish possessions. Its area is variously estimated at from thirty-two to forty-eight thousand square miles.

Although somewhat mountainous in the interior, much of the coast line is low and flat and difficult of approach on account of the numerous reefs and small islands. Notwithstanding this feature of the coast, it is said that no other island in the world has so many excellent harbors in comparison to its size. Of these, Havana, Matanzas, Bahia Honda, Mariel, Nuevitas, Nipe and Cardenas, on the north side, and Santiago de Cuba, Trinidad, Guantamao and Cienfuegos, on the south side, are the principal and best known.

The island of Cuba is divided into six provinces, the most thickly populated being Havana and the least Puerto Principe. The total population before the present insurrection was estimated at over one million six hundred thousand, but it is computed that at least half a million have since perished in battle, by disease and by starvation.

Although there is a large amount of cultivated land, there are no less than twenty million acres of almost impenetrable forests,

fully one-half of which has never been disturbed by man. The soil which has been cultivated is marvelously rich and productive, as may be shown by the fact that, notwithstanding the hindrances to industrial enterprises through the misrule of Spain, the exports in 1893 were valued at ninety-three millions of Spanish dollars.

Notwithstanding the prevalence of yellow fever in the seacoast cities and towns, the greater part of Cuba is said, under normal conditions, to be a very healthy place. Although not altogether in the tropics, it has all the characteristics of the torrid region. It has a wet and a dry season, and, excepting in a few spots in the mountains, not even light frosts. The prevailing temperature is not unpleasantly hot, the highest being rarely over eighty-two degrees, while the average is seventy-seven degrees.

The chief agricultural products are sugar, coffee and tobacco, of which the United States takes the greater part. In 1893 there were 815,894 tons of sugar produced, of which 718,204 tons were exported, the United States taking 680,642 tons. Of 227,000 bales of tobacco exported, two-thirds came to this country, together with more than half the 147,365,000 cigars made. But, while the exports reached a total of eighty-nine million Spanish dollars and the imports fifty-six millions, the taxation on the people reached nearly twenty-five millions. Of this tremendous burden, which is more than one-sixth the combined value of the imports and exports, less than one-half came from the customs, and one-fourth of the whole is entirely diverted from the island to the uses of the Spanish crown.

Consul-General Lee, in a communication to the United States government in the latter part of 1897, said that the insurgents would not accept autonomy and that a large majority of the Spanish subjects who had commercial and business interests would not accept autonomy, but preferred annexation to the United States rather than an independent republic or genuine autonomy under the Spanish flag.

Later he sent to the department the communications of two gentlemen whose names, he said, were suppressed for obvious reasons, but whom he knows personally as standing high in the community, concerning the condition in Los Fosos (the ditches), in Havana.

The communication stated that the deaths among these reconcentrados averaged forty or fifty daily, and that, on an average, there were only ten days of life for each person. These unhappy creatures received food only after having been eight days in the Fosos, in which time they were obliged to subsist upon the bad food which the dying had refused.

On December 3 General Lee sent to the State Department a communication referring to a cipher dispatch he had sent two days previous, in which he informed the department that he had learned from the United States Consul at Matanzas of an "extensive and dangerous conspiracy under the ex-governor of the province directed against Americans; action against them to be contingent on the movement of the United States government in favor of the independence of Cuba."



Such demonstrations, General Lee said, must come from Spanish non-combatants or from volunteer forces. He did not think there was any danger from the former class, many of whom seemed to favor annexation rather than autonomy or the independence of the Cuban republic. "I am inclined to think," said he, "that if General Blanco can manage the volunteers, as yesterday he said he could, the trouble from that source is diminishing. The origin of the mobs in this city in the past has always been located in the ranks of the volunteers, who alone have organization and arms."

General Lee, in a report regarding the measures for the relief of the reconcentrados, said: "I see no effect of the governmental distribution to the reconcentrados. I am informed that only \$12,500 in Spanish silver has been dedicated to the Havana province out of the \$100,000 said to have been set aside for the purpose of relieving them on the island, and that reports from all parts of the province show that 50 per cent. have already died and that many of those left will die, and most of these are women and children."

In a later report General Lee said that there were 150,000 reconcentrados in the Havana province, so that if every dollar appropriated reaches them the distribution will average about seventeen cents each.

"The contest for and against autonomy is most unequal," he said. "For it there are five or six of the head officers at the palace and twenty or thirty other persons here in the city. Against it, first, are the insurgents, with or without arms, and the Cuban non-combatants; second, the great mass of the Spaniards bearing or not bearing arms—the latter desiring, if there must be a change, annexation to the United States. Indeed, there is the greatest apathy concerning autonomy in any form. No one asks what it will be or when or how it will come.

"I do not see how it could be even put into operation by force, because, as long as the insurgents decline to accept it, so long, the Spanish authorities say, the war must continue."

In January, 1898, General Lee made the following report:

"I have the honor to state, as a matter of public interest, that the reconcentrado order of General Weyler, formerly governor-general of this island, transformed about 400,000 self-supporting people, principally women and children, into a multitude to be sustained by the contributions of others, or die of starvation or of fevers resulting from a low physical condition and being massed in large bodies, without change of clothing and without food.

"Their homes were burned, their fields and plant beds destroyed, and their livestock driven away or killed.

"I estimate that probably 200,000 of the rural population in the provinces of Pinar del Rio, Havana, Matanzas, and Santa Clara have died of starvation or from resultant causes, and the deaths of whole families almost simultaneously, or within a few days of each other, and of mothers praying for their children to be relieved of their horrible sufferings by death, are not the least

of the many pitiable scenes which were ever present. In the provinces of Puerto Principe and Santiago de Cuba, where the 'reconcentrado order' could not be enforced, the great mass of the people are self-sustaining. \* \* \*

'A daily average of ten cents' worth of food to 200,000 people would be an expenditure of \$20,000 per day, and, of course, the most humane efforts upon the part of our citizens cannot hope to accomplish such a gigantic relief, and a great portion of these people will have to be abandoned to their fate.'

General Lee also sent brief cablegrams to the department with regard to those rioting and the demonstrations against autonomy and Blanco and the three newspaper offices.

He said some of the rioters threatened to go to the United States Consulate. "Ships," he stated, "are not needed, but may be later. If Americans are in danger ships should move promptly for Havana. Uncertainty and excitement widespread." The rioting ceased the next day and General Lee reported all quiet.

On January 18 General Lee sent the following dispatch regarding the rioting:

"Sir: The recent disorders in this city are to be primarily attributed to a group of Spanish officers who were incensed at articles appearing in three of the newspapers of Havana—El Reconcentrado, La Discusion and El Diario de la Marina. The first was very pronounced against General Weyler and his methods. The Discusion had been suppressed by Weyler, but its publication was permitted to be resumed by Blanco, and the last had been an ultra-Spanish organ, but had been converted by the present authorities to autonomy.

"It is probable that the Spanish officers were first provoked by the denunciations of Weyler in the columns of one of these newspapers and determined to stop it, and afterward, being supported by the mob, turned the demonstration into an anti-autonomistic affair.

"I send today an analysis of the autonomistic plan. The intense opposition to it on the part of the Spaniards arises from the fact that the first appointments of the officers to put into form its provisions were made generally outside of their party, in order to show the Cubans in arms that autonomy was instituted for their benefit and protection."

On February 10 General Lee wrote:

"Captain-general returned yesterday; met with no success of any sort. Spaniards everywhere unfriendly; rumors of coming demonstration against him here. I think him an excellent man, but in an unfortunate position. Three serious combats reported within a week; in each insurgents victorious."

On the same day he sent to the State Department a statement of the condition in the towns in the neighborhood of the city of Havana, made by a person he had sent to those places for the purpose of inspecting the number and condition of the starving.

The statement covers four towns in the vicinity of Havana, and is largely a repetition of the awful tale of suffering which came from other portions of the island. At Melena, Del Sur, the statement said it was impossible for the mayor, owing to the unhealthy conditions prevailing and the want of resources, to relieve the miserable people, "who die in great numbers from starvation, fever and smallpox. There are other towns in the same condition; for example, Guines, Catalina and Nadruga, whose situation could be in some degree relieved if the country people were allowed to leave the town freely in search of food. In some towns this is entirely prohibited; in others they are obliged to pay a tax. Not having anything to eat, how can they pay a tax? In every town the first thing noticed is the unhealthy condition of the men, and their total lack of physical strength."

At Catalina de Guines the statement reported the condition of the reconcentrados as sad and desperate.

"Food is so scarce that one must walk four or five miles before finding a sweet potato. In these districts the relief given to the reconcentrados by General Blanco is a farce.

"One of the few protectors of the reconcentrados is a young man named Jose Amohedo, whose father and mother died attending the suffering poor, and who himself has given up eight houses belonging to him as dwelling places for the reconcentrados and all the contents of a grocery store which he possessed. He is as destitute as they are now, but is always attending to those who suffer."

On March 1 General Lee reported that the distribution of food, medicines and clothing to the destitute was progressing satisfactorily. The work, he said, had been well organized and systematized under the supervision and direction of Miss Clara Barton, president of the Red Cross of the United States, and her active, able and experienced assistant. He incloses a letter on March 14 from Consul Barker, of Sagua, who requests him to transmit the following letter, which is addressed to him (General Lee):

"Dear Sir: I will thank you to communicate to the department as quickly as possible the fact that military commander and other military officers positively refuse to allow the reconcentrados, to whom I am issuing food in its raw state, to procure fuel with which to cook the food.

"In addition, they prohibited this class of people (I am only giving food to about one-fifth of the destitute—the authorities have quit altogether) from gathering vegetables cultivated within the protection of the forts, telling them 'the Americans propose to feed you, and to the Americans you must look.'"

General Lee reported on March 28 that "instructions had been given by the civil government of Havana that the alcaldes and other authorities shall not give out any facts about the reconcentrados, and if any of the American relief committees should make inquiries concerning them, all such inquiries must be referred to him."

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On the 4th of March, 1896, Hon. Roger Q. Mills, of Texas, in a speech delivered in the United States Senate, said

“Ah, the day is coming when Cuba will arise, and when there will be a voice that will speak to her like the voice of the apostle who saw the poor man lying at the beautiful gate to ask for alms and an invalid from his birth, begging alms of those who passed by him. The apostle told him he had no money, he could give no alms, but he gave that which was better. He said, ‘In the name of Jesus Christ of Nazareth arise up and walk.’”

“Here is another poor beggar lying at the beautiful gate, lying at the gate of the fortress that guards the rights and liberties and safety of the American people; she has been lying there for a century, lifting up her shrunken hands and hollow cheeks and crying with salty tears to us, ‘Help us! oh, help us to get out of this dungeon!’ The American people will say after a while, in the name of the mighty republic, ‘Arise to your feet and walk.’ She will extend to the poor mendicant her powerful right arm and lift her to her feet and enable her to stand.”

His prophecy has been fulfilled.





GENERAL MAXIMO GOMEZ.



**MAINE**—Second class, twin-screw, steel battleship; 6,648 tons displacement; length, 318 feet; breadth, 57 feet; mean draft, 21 feet 6 inches; horse power, 9,293; armor, 12 inches on the sides, 8 inches on the turrets, and from 10—12 inches on the barbettes; main battery, four 10-inch and six 6-inch breech-loading rifles; secondary battery, seven 6-pounder and eight 1-pounder rapid-fire guns and four Gatlings; speed, 17.4 knots; crew, 34 officers and 370 men; cost, \$2,500,000. The engines were of the vertical triple expansion type; the bunker capacity, 896 tons; four torpedo tubes. Destroyed in Havana harbor Feb. 15, 1898.



**AFTER THE EXPLOSION**—On the opposite page is the picture of the *Maine* as it appeared before it was destroyed, while in the photograph above is shown all that remained above the surface after its instantaneous destruction by traitors to humanity. In place of a beautiful contour there is little else than gnarled ironwork and twisted frames. Instead of brave and robust seamen there are, beneath the shapeless mass, crushed and bleeding bodies—beyond recognition, beyond the help of man, martyrs to duty, now enveloped in the lasting memory of a sorrowing people. But there still flourishes at the broken mast the torn and tattered emblem of liberty which foretells the coming revenge of a great nation.

## THE WAR WITH SPAIN.

ON the night of February 15, 1898, the awful message was flashed over the country that the battleship Maine had been blown up in Havana harbor.

Lieutenant Blandin, one of the survivors, has described the incident in the following words:

"I was on watch, and when the men had been piped below I looked down the main hatches and over the side of the ship. Everything was absolutely normal. I walked aft to the quarter deck, behind the rear turret, as is allowed after 8 o'clock in the evening, and sat down on the port side, where I remained for a few minutes. Then, for some reason I cannot explain to myself now, I moved to the starboard side and sat down there. I was feeling a bit glum, and in fact was so quiet that Lieutenant Hood came up and asked laughingly if I was asleep. I said, 'No, I am on watch.'

"Scarcely had I spoken when there came a dull, sullen roar. Would to God that I could blot out the sound and the scenes that followed! Then came a sharp explosion, some say numerous detonations. I remembered only one.

"It seemed to me that the sound came from the port side forward. Then came a perfect rain of missiles of all descriptions, from huge pieces of cement to blocks of wood, steel railings, fragments of gratings, and all the debris that would be detachable in an explosion.

"I was struck on the head by a piece of cement and knocked down, but I was not hurt and got to my feet in a moment. Lieutenant Hood had run to the poop, and I supposed, as I followed, he was dazed by the shock and about to jump overboard. I halted him, and he answered that he had run to the poop to help lower the boats.

"When I got there, though scarce a moment could have elapsed, I had to wade in water to my knees, and almost immediately the quarter deck was awash. On the poop I found Captain Sigsbee, as cool as if at a ball, and soon all the officers except Merritt and Jenkins joined us. The poop was above water after the Maine settled to the bottom.

"Captain Sigsbee ordered the launch and gig lowered, and the officers and men, who by this time had assembled, got the boats out and rescued a number in the water. Captain Sigsbee ordered Lieutenant-Commander Wainwright forward to see the extent of the damage, and if anything could be done to rescue those forward or to extinguish the flames, which followed close upon the explosion and burned fiercely as long as there were any combustibles above water to feed them.



“Lieutenant-Commander Wainwright on his return reported the total and awful character of the calamity, and Captain Sigsbee gave his last sea order, ‘Abandon ship,’ to men overwhelmed with grief indeed, but calm and apparently unexcited.

“Meantime four boats from the Spanish cruiser Alfonso XII. arrived, to be followed soon by the Ward line steamer City of Washington. The two boats lowered from the City of Washington were found to be riddled with flying debris from the Maine, and unfit for use.

Captain Sigsbee was the last man to leave his vessel, and left in his own gig.

“I have no theories as to the cause of the explosion. I cannot form any. An examination by divers may tell something to a court of inquiry. I, with others, had heard that the Havana Harbor was full of torpedoes, but the officers whose duty it was to examine into that, reported that they had found no signs of any. Personally, I do not believe that the Spaniards had anything to do with the disaster. Time may tell. I hope so.

“We were in a delicate position on the Maine, so far as taking any precaution was concerned. We were friends in a friendly or alleged friendly port, and could not fire upon or challenge the approach of any boat boarding us unless convinced that her intention were hostile.

“I wish to heaven I could forget it. I have been in two wrecks now, and have had my share. But the reverberations of that sullen, yet resonant roar, as if the bottom of the sea were groaning in torture, will haunt me for many a day, and the reflection of that pillar of flame comes to me even when I close my eyes.”

On February 17 the funeral of twenty-seven of the victims took place in Havana. The bodies lay in state during the day in Municipal Hall, the local clergy, including the bishop of Havana, assisting in the funeral services. In the afternoon the procession, which was made up of the best families of Havana in carriages, government officials, delegations from the Spanish men-of-war, and survivors of the Maine, moved to the cemetery and paid the last sacred rites to the unfortunate sailors.

The United States government appointed a court of inquiry, consisting of Captains Sampson and Chadwick and Lieutenant-Commanders Marix and Potter, and sessions were at once commenced. Arrangements were made for removing the wreck, but after several weeks of work this was found to be impossible on account of the depth of mud into which it had sunk. The board of inquiry finished its work in about six weeks and found that the explosion was due to exterior causes, but were unable to fix the responsibility. The report also exonerated the officers and crew of the Maine from all blame in the matter, and showed clearly the catastrophe was not due to any carelessness on their part, but that, on the contrary, the greatest diligence had been exercised at all times.

Shortly after the reception of the report of the board of inquiry the President sent a message to Congress, in which he declared

that armed intervention in Cuba by the United States was the only step that could be taken in view of the barbarities practiced by Spain. The Maine incident was left as a side issue entirely, and one to be settled by diplomatic measures entirely.

At the same time Congress had voted an appropriation of \$50,000,000 for the army, for coast defenses, and for the purchase of war vessels. Negotiations were at once entered into with several foreign powers, and a number of armed cruisers were purchased and transferred to the United States flag. The ships of several passenger and mail lines were also purchased or leased as auxiliary cruisers, and were at once remanned and put in commission. The most notable examples were the two American built ships St. Paul and St. Louis, of the American line. The new purchases were fitted for their new uses at once, and the preparations for war went on without delay. Congress next united upon the following resolutions, which were signed by the President on April 20:

"Whereas, The abhorrent conditions which have existed for more than three years in the island of Cuba, so near our own borders, have shocked the moral sense of the people of the United States, have been a disgrace to Christian civilization, culminating, as they have, in the destruction of a United States battleship, with two hundred and sixty of its officers and crew, while on a friendly visit in the harbor of Havana, and cannot longer be endured, as has been set forth by the President of the United States in his message to Congress of April 11, 1898, upon which the action of Congress was invited; therefore, be it resolved:

"First—That the people of the island of Cuba are, and of right ought to be, free and independent.

"Second—That it is the duty of the United States to demand, and the government of the United States does hereby demand, that the government of Spain at once relinquish its authority and government in the island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters.

"Third—That the President of the United States be, and he hereby is, directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states to such an extent as may be necessary to carry these resolutions into effect.

"Fourth—That the United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction or control over said island, except for the pacification thereof, and asserts its determination, when that is accomplished, to leave the government and control of the island to its people."

Immediately after signing the resolutions, the President sent an ultimatum to Spain, quoting the resolutions passed by Congress and notifying her that her army and navy must be withdrawn from Cuba by noon of April 23.

The Spanish minister, Polo y Bernabe, at once applied for his passports and left the country. The Spanish government,

without waiting for Minister Woodford to deliver the ultimatum of the United States government, sent him his transports, thus taking the initiative and practically declaring war against this government. The official notification to General Woodford from the Spanish minister of foreign affairs was as follows:

"Dear Sir: In compliance with a painful duty, I have the honor to inform you that there has been sanctioned by the President of the Republic a resolution of both chambers of the United States which denies the legitimate sovereignty of Spain, and threatens immediate armed intervention in Cuba, which is equivalent to a declaration of war.

"The government of her majesty has ordered her minister at Washington to retire without loss of time from the territory of North America, with all of the person'ity of the legation. By this act the diplomatic relations which formerly existed between the two countries, and all official communications between their respective representatives, cease. I am obliged to inform you, so that on your part you can make such arrangements as you believe convenient.

"I beg that at a suitable time your excellency will acknowledge receipt of this, and take this opportunity to reiterate the assurance of my most distinguished consideration.

PIO GULLON."

General Woodford then turned over the legation to the care of the British government, and ordered all American consuls in Spain to cease their offices and leave the country at once. He then made his own preparations to leave and started for Paris without delay.

Spain, having by its conduct to General Woodford, broken off diplomatic relations between the two countries, it was not deemed necessary for the United States to wait until the time set, but that hostilities could be begun at once. The President thereupon issued the following proclamation:

"Whereas, By a joint resolution passed by the Congress and approved April 20, 1898, and communicated to the government of Spain, it was demanded that said government at once relinquish its authority and government on the island of Cuba, and withdraw its land and naval forces from Cuba, and Cuban water; and the President of the United States was directed and empowered to use the land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states to such extent as might be necessary to carry said resolution into effect; and,

"Whereas, In carrying into effect said resolution the President of the United States deems it necessary to set on foot and maintain a blockade of the north coast of Cuba, including all ports between Cardenas and Bahia Honda and the port of Cienfuegos on the south coast of Cuba—now, therefore, I, William McKinley, President of the United States, in order to enforce the said resolution do hereby declare and proclaim that the United States of America have instituted and will maintain a blockade of the

north coast of Cuba, including ports on the said coast between Cardenas and Bahia Honda and the port of Cienfuegos on the south coast of Cuba aforesaid, in pursuance of the laws of the United States and the law of nations applicable to such cases.

"An efficient force will be posted so as to prevent the entrance and exit of vessels from the ports aforesaid. Any neutral vessel approaching any of said ports, or attempting to leave the same without notice or knowledge of the establishment of such blockade, will be duly warned by the commander of the blockading forces, who will endorse on her register the fact, and the date, of such warning, where such endorsement was made, and if the same vessel shall again attempt to enter any blockaded port she will be captured and sent to the nearest convenient port for such proceedings against her and her cargo as prize, as may be deemed advisable.

"Neutral vessels lying in any of said ports at the time of the establishment of such blockade will be allowed thirty days to issue therefrom. In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Washington this 22d day of April, A. D. 1898, and of the independence of the United States the one hundred and twenty-second."

JOHN SHERMAN, Secretary of State.

By the President,

WILLIAM MCKINLEY.

Congress having approved the blockade, the North Atlantic squadron, under command of Captain Sampson, sailed at once from Key West to Havana. It consisted of the following vessels: Battleships Iowa and Indiana, armored cruiser New York, the monitors Puritan, Terror and Amphitrite, the gunboats Nashville, Castine, Machias, Wilmington and Helena, the cruisers Detroit, Cincinnati and Marblehead, and the torpedo boats Cushing, Ericsson, Dupont, Foote, Winslow, Porter and Mayflower.

On April 22 a call for 125,000 volunteers was issued, and the enthusiasm with which this was received in all parts of the country showed that the spirit of patriotism was as strong in the country as in 1861, only that now the entire nation responded, and South as well as North is eager to show its devotion.

At daylight, on April 22, the New York, the Iowa and the Indiana were lying in line in the outer harbor, with the gunboats Nashville and Detroit off to the southward on picket duty, and the Castine, the Newport, the Machias and a naval tug hovering around near the anchorage. A great deal of signaling had been done since 9 o'clock the night before, and just before sunrise the Helena came from the inner harbor, while the torpedo boat Foote came to the flagship just ahead of her. A few minutes later the Detroit left her station and went to the inner harbor, while the Nashville came to the flagship and then headed away to northward, where the Machias and Castine had been lying. At this the whole squadron got under way in two lines, the New York, Iowa and Indiana in one line at the southward, and the Helena, Machias, Nashville and Castine in another, while the naval tug and torpedo boat went along in the lee of the flagship.

By 6 o'clock the Newport came to the line from the westward and took her place behind the Machias. Meantime, a smoke had appeared on the horizon away to westward, and by 6 o'clock it was plain that this came from a merchantman. By 7 o'clock she was seen to be a two-masted black-hulled ship with white upper works and black smokestack, having the colors of the Spanish flag painted around it. A Spanish flag was flung to the breeze above the taffrail.

About this time the squadron had been steaming slowly, say six knots, but at 7 o'clock the Nashville suddenly left the line and at full speed headed toward the Spaniard. A moment later a gun was fired from the port battery of the Nashville, and the shot struck the water a few hundred yards away. The Spaniard at this time was half a mile from the Nashville, and she held her way, making no sign of having given the shot any attention.

For two minutes the Nashville held her way in chase and then tried another shot that passed apparently within a rod of the Spaniard's bow and clipped the spray from the crest of the waves for a mile beyond. The officer on the Spaniard's bridge at once reversed her engines, while a man ran aft and hastily lowered her flag. At 7:15 o'clock the Nashville brought to alongside the Spaniard, having every gun, big and little, in the starboard broadside pointed at her.

Then a whaleboat was lowered, and Ensign Magruder, with a boarding crew of six men, was sent to take charge of the prize. She was found to be the steamship Buena Ventura, plying between New York and Havana and West India ports. She had a cargo of lumber on deck forward, that was stowed so as to give her a list to port. Meantime the torpedo boat Foote had run down in the wake of the Nashville, and she brought to beside the Buena Ventura.

For the next half hour there was a good deal of filling and backing by the Nashville and the Foote as they lay about the Spaniard. Ensign Magruder took charge of the Spaniard's papers and sent a report regarding them to the Nashville. The papers were sent thence to the flagship by the Foote. The flagship, with the battleships, had been lying to during this time, and soon after this a number of guns were fired from the New York.

However, the torpedo boat, after tarrying briefly at the flagship, returned to the Nashville. She had brought orders that the Buena Ventura was to be held, and a few minutes later the Nashville headed toward Key West and was followed by the Buena Ventura. This was the first actual capture of a vessel of either side in the war, and the honor belongs to the Nashville. The Buena Ventura was taken to Key West and the news of her capture sent to Washington. The legality of the act cannot be questioned, as Spain had already declared war by her refusal to receive our ultimatum and by the diplomatic relations of the two countries.

Since the capture of the Nashville, many other captures have been made, mostly of merchant vessels and passenger steamers bearing supplies for the Spaniards in Cuba. The steamer Panama was taken on April 26 within twenty miles of Havana. She

left New York on April 20, bearing many passengers who had been given free passage to Cuba by the Spanish consul in this city, and carrying a full cargo of food and other supplies, destined for Havana. Her capture was the most important one up to that time.

On April 25 the President issued the following proclamation: "To the Senate and House of Representatives of the United States of America: I transmit to the Congress for its consideration and appropriate action copies of correspondence recently had with the representative of Spain in the United States, with the United States minister at Madrid, and, through the latter, with the government of Spain, showing the action taken under the joint resolution approved April 20, 1898, 'For the recognition of the independence of the people of Cuba, demanding that the government of Spain relinquish its authority and government in the island of Cuba, and to withdraw its land and naval forces from Cuba and Cuban waters, and directing the President of the United States to use the land and naval forces of the United States to carry these resolutions into effect.'

"Upon communicating to the Spanish minister in Washington the demand which it became the duty of the Executive to address to the government of Spain in obedience to said resolution, the minister asked for his passports and withdrew.

"The United States minister at Madrid was in turn notified by the Spanish minister for foreign affairs that the withdrawal of the Spanish representative from the United States had terminated diplomatic relations between the two countries, and all official communications between their respective representatives ceased therewith.

"I commend to your especial attention the note addressed to the United States minister at Madrid by the Spanish minister for foreign affairs on the 21st instant, whereby the foreign notification was conveyed.

"It will be perceived therefrom that the government of Spain, having cognizance of the joint resolution of the United States Congress, and in view of the things which the President had thereby been required and authorized to do, responds by treating the reasonable demands of this government as measures of hostility, following with that instant and complete severance of relations by its action which, by the usage of nations, accompanies an existent state of war between sovereign powers.

"The position of Spain being thus made known, and the demands of the United States being denied, with a complete rupture of intercourse by the act of Spain, I have been constrained, in exercise of the power and authority conferred upon me by the joint resolution aforesaid, to proclaim, under date of April 22, 1898, a blockade of certain ports of the north coast of Cuba, lying between Cardenas and Bahia Honda, and of the port of Cienfuegos on the south coast of Cuba; and further, in exercise of my constitutional powers, and using the authority conferred upon me by the act of Congress approved April 22, 1898, to issue my proclamation, dated April 23, 1898, calling forth volunteers in order to carry into effect the said resolution of April 20, 1898. Copies of these proclamations are hereto appended.

"In view of the measures so taken, and with a view to the adoption of such other measures as may be necessary to enable me to carry out the expressed will of the Congress of the United States in the premises, I now recommend to your honorable body the adoption of a joint resolution declaring that a state of war exists between the United States of America and the Kingdom of Spain, and I urge speedy action thereon to the end that the definition of the international status of the United States as a belligerent power may be made known, and the assertion of all its rights and the maintenance of all its duties in the conduct of a public war may be assured.

"Executive Mansion, Washington, April 25, 1898."

WILLIAM MCKINLEY.

When the proclamation was received, Representative Adams, of the house committee on foreign affairs, reported the following bill:

"A bill declaring that war exists between the United States of America and the Kingdom of Spain:

"Be it resolved, by the Senate and House of Representatives of the United States of America, in Congress assembled:

"First—That war be, and the same is, hereby declared to exist, and that war has existed since the 21st day of April, A. D. 1898, including said day, between the United States of America and the Kingdom of Spain.

"Second—That the President of the United States be, and he hereby is, directed and empowered to use the entire land and naval forces of the United States, and to call into the actual service of the United States the militia of the several states, to such an extent as may be necessary to carry this act into effect."

The bill was adopted by unanimous vote amid great applause.

The first actual bombardment of Cuban forts took place on April 27 at Matanzas, when three ships of Admiral Sampson's fleet, the flagship New York, the monitor Puritan, and the cruiser Cincinnati, opened fire upon the fortifications. The Spaniards had been actively at work on the fortifications at Punta Gorda, and it was the knowledge of this fact that led Admiral Sampson to shell the place, the purpose being to prevent their completion.

A small battery on the eastern side of the bay opened fire on the New York and the flagship quickly responded with her heavy guns. Probably twenty-five 8-inch shells were sent from the battery at our ships, but all of them fell short. A few blank shells were also fired from the incomplete battery.

One or two of those whizzed over Admiral Sampson's flagship. After completing their work the ships put out to the open sea, the flagship returning to its post off Havana, while the Cincinnati and the Puritan remained on guard off Matanzas.

While the flagship New York, her sister cruiser, the Cincinnati, and the monitor Puritan were locating the defenses of Matanzas harbor, the batteries guarding the entrance opened fire on the New York.

Their answer was a broadside from Admiral Sampson's flagship, the first fire being from the forward 8-inch gun on the port side.

The monitor attacked the Point Maya fortification, the flagship went in close and shelled Rubalcaya point, while the Cincinnati was soon at work shelling the fortification on the west side of the bay. In less than twenty minutes Admiral Sampson's warships had silenced the Spanish batteries.

On the 24th of April, President McKinley sent the following order to Admiral Dewey, commander of the Asiatic squadron, which was then at Hong Kong:

"War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. Commence operations at once, particularly against the Spanish fleet. You must capture vessels or destroy them. Use utmost endeavors."

One week later the President's orders had been carried into effect, and Admiral Dewey had replied to the President as follows.

"Manila, May 1.—The squadron arrived at Manila at daybreak this morning. We immediately engaged the enemy and destroyed the following Spanish war vessels: Flagship Reina Christina, cruisers Castilla, Don Juan de Austria, Isla de Luzon, Isla de Cuba, gunboats General Lezo, Marquis Del Duero, El Carreo, Velasco."

Such, in brief, was Admiral Dewey's great victory in the Philippines, which practically settled the question of naval supremacy in the Pacific as between the United States and Spain. But, as one of the greatest naval engagements in history, the battle of Manila deserves a more extended account.

Shortly after midnight on Sunday, May 1, the American fleet, with the flagship Olympia in the lead, passed the batteries at the entrance to Manila harbor. The Corregidor island batteries and Fort Restingo opened fire upon the fleet, but were quickly silenced by the guns of the American warships. After the fleet had entered the bay the boats were darkened and formed in procession in the following order: Olympia, Baltimore, Raleigh, Petrel, Concord. Not a sound was heard from the Spanish batteries until the fleet had nearly entered the bay, when the guns on the south opened fire. The Boston and McCulloch replied, and in a few minutes the firing ceased.

The Spanish fleet was at Cavite, seventeen miles from the entrance of the harbor, and the American boats headed for this point. When daylight came the flagship Olympia signaled the squadron: "Remember the Maine!" There was an answering cheer from the sailors, and, forming in line of battle, they steamed into action. It was 5:10 o'clock when the Spanish boats began firing, but Commander Dewey's warships reserved their fire for twenty minutes until they had advanced to short range. The Olympia's guns opened the battle, and the American fleet turned and steamed past the Spanish boats and forts in



single file, firing their port guns; then, turning, they, passed back, firing their starboard guns. This action was repeated until the American fleet had passed the Spaniards five times. For two hours and a half the battle waged with unremitting fury, and although the Spaniards fought bravely they seemed to lack the coolness and precision of the Americans, who made every shot tell. Notwithstanding the fact that they had eleven ships and five land batteries the Yankee gunners did better service.

At 7:45 the American fleet withdrew from the battle in order to hold a council of war. It was observed then that several of the Spanish ships were disabled. About two hours later the signal to renew the battle was given, and the attack was made, with the Baltimore in the lead. At 10 o'clock the Spanish had surrendered. Ten of their warships had been destroyed, four hundred men killed and six hundred wounded. The Americans did not lose a single life, while the damage to their fleet was merely nominal. Said an eyewitness of this memorable conflict:

"There are some very interesting figures as to the amount of firing done by our ships during the battle. The Olympia fired 1,764 shells, aggregating 25 tons in weight. The Baltimore did even heavier firing, being called upon to reduce the forts after the first engagement, and sent no less than 35 tons of metal into the Spanish ships and the land batteries. The remainder of the fleet shot a total of 80 tons of metal, making a grand total of 140 tons.

"I have talked with some Spanish officers and they attribute the American victory to the rapidity and the accuracy of our fire rather than to the weight of projectiles used. Also, the fact that the American ships were painted a lead color and did not stand out boldly against the water made them very unsatisfactory targets and kept the Spanish gunners guessing as to the correct range.

"In spite of his overwhelming defeat Admiral Montejo did not forget the courtesies of the occasion. On Monday he sent word by the British consul to Admiral Dewey that he wished to compliment the Americans on their marksmanship. He said that never before had he witnessed such rapid and accurate firing. Admiral Dewey, not to be outdone in the amenities of war, sent his compliments to the Spanish and praised the Spaniards very highly for their courage and resistance. He said that the Spanish force was stronger than he had believed it would be before his arrival at the harbor, and he had really expected a shorter and less stubborn battle. It is said that this message, although complimentary to the Spanish, did not give Admiral Montejo any real comfort."



**WHITE SQUADRON AT ANCHOR IN HAMPTON ROADS**—The enormous sums of money that have been spent each year to keep the navy efficient will not be begrudged by the people of this country when they stop to think of the unprotected state the country would have been in had the navy been less efficient. As it is, the odds afloat are against the United States, but the courage, stamina and determination of the American people in the cause of justice are sufficient to show that conscience can make heroes as well as cowards, victors as well as traitors.



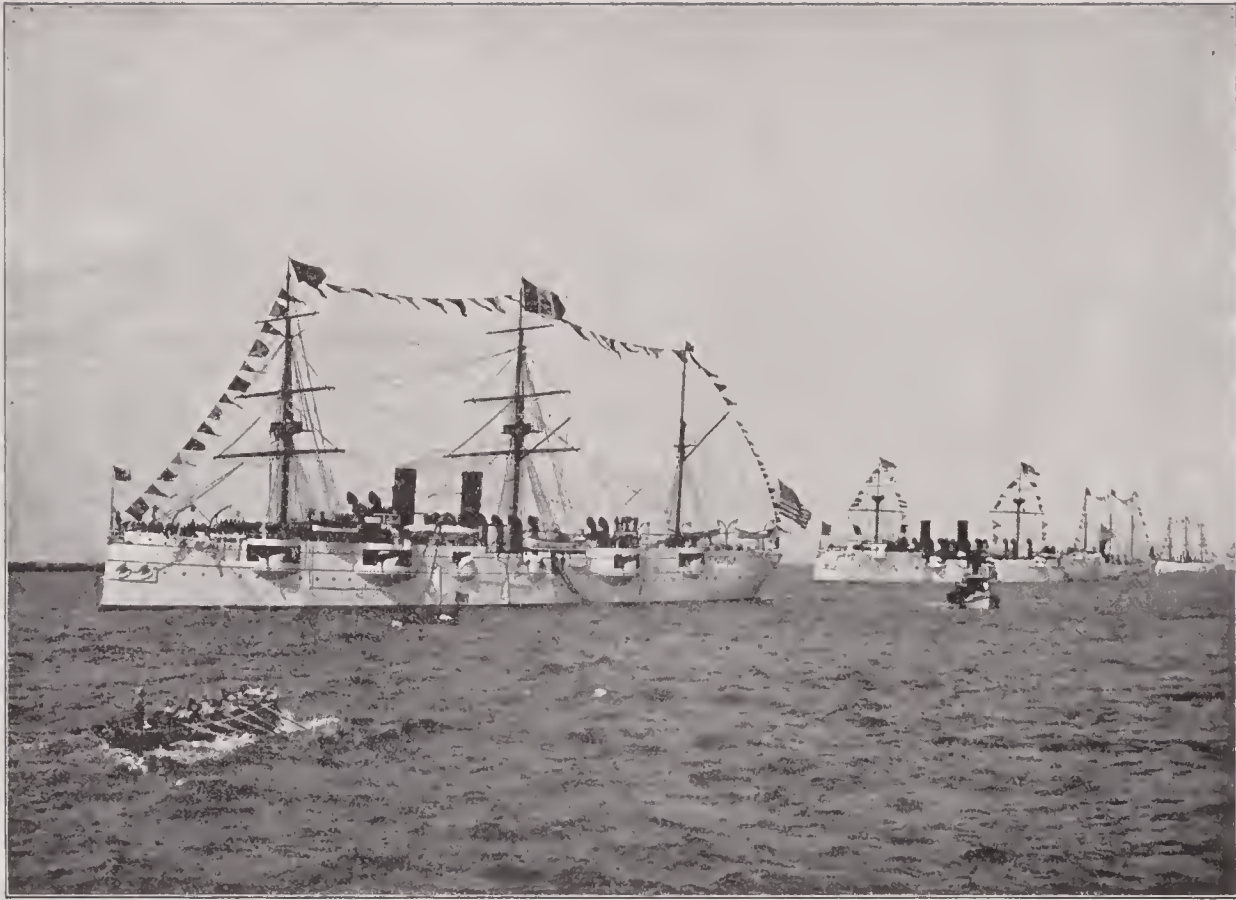
**SQUADRON OF EVOLUTION**—The above ships representing the United States navy are the flagship Chicago in the foreground, with the gunboat Yorktown and the protected cruisers Boston and Atlanta to the right. While European countries have been indulging in naval maneuvers with roaring announcements and increasing bravado, the gigantic commerce of the United States has seemed to hide the evolutions, training and experimental displays of this country, which, nevertheless, has been slowly but surely gaining in experience and strength, until suddenly the eyes of the world are opened to the fact that this nation must be counted in the great navies of the world.



**IN THE HAMPTON ROADS**—The fleet is riding at anchor, with the protected cruiser San Francisco in the foreground. In times of war the engines are kept going and everything is ready for action, so that if the enemy is sighted or sealed orders are suddenly delivered aboard, the fleet will slip its anchors and get out to sea in the shortest possible space of time. The Spanish fleet has the advantage of being swifter, and there can be no question as to the Spaniards being excellent navigators, but solid strength and good gunnery tell in the end.



**VESSELS LEAVING HAMPTON ROADS**—There is not a seaport on the Atlantic coast that would not have been pleased to see a fleet like this hovering in the vicinity since the declaration of war with Spain. It is an indication of strength, which is very welcome when there is a possibility of bombardment. If a fleet of modern warships is less picturesque than a fleet of frigates there is the satisfaction of knowing that it is far more formidable. The annihilation of the Spanish fleet at Manila will be an object lesson for the navies of the world.



**A GALA DAY**—The large vessels in the foreground are the Newark and the Baltimore, with the fleet riding in Hampton Roads. The ships are all in gala dress and members of the crews are exchanging visits from one to another of the ships in the fleet. There is nothing more likely to engender a patriotic feeling in the human heart than a naval review. A line of magnificent battleships and cruisers, decorated with the flags of all nations, proudly steaming along in all their majestic splendor, saluting each other with the care and punctilio of a courtly gentleman—a combination of strength and grace—is a sight that makes a native proud of his country.

## OUR NAVAL STRENGTH.

THE war with Spain centered the attention of the country upon our naval force, on which we rely not only to protect the vast stretches of coast washed by the waves of the Atlantic and Pacific oceans, but also to convoy transport ships and attack Spain's colonial possessions and her seaports.

The chief disparity now existing is probably in the possession of those modern engines of naval warfare, the torpedo boat and the torpedo boat destroyer. Small and stealthy, capable of moving in much shallower waters than the stately battleships, they can lurk in narrow channels, ready—under cover of the darkness, to glide forth and discharge one of their terrible projectiles against the armored sides of the foe, dealing a blow which the heaviest plates are powerless to withstand.

The torpedo boat destroyer is somewhat larger, much swifter, and has far better sea-going qualities. She is provided with a tower supplied with a searchlight for the discovery of the torpedo boats, and, like them, her hull is painted dark green, lead color or black, and there is no bright metal work, the resemblance aiding her to approach her prey unsuspected. Besides the outfit of torpedoes and tubes for discharging them, she is provided with a battery of rapid-fire guns.

What we lack in the above mentioned craft we make up in our cruisers, battleships, gunboats, monitors, rams and dynamite cruisers.

The Minneapolis is a protected cruiser, and was commissioned in December, 1894. Her length is 412 feet, her width 58 feet  $2\frac{1}{4}$  inches, her displacement 7,375 tons, and her speed 23 knots. Her armament consists of a main battery containing 8-inch breech-loading rifle, two 6-inch, and eight 4-inch rapid-fire guns, and a secondary battery equipped with twelve 6-pounder and four 1-pounder rapid-fire guns and four Gatlings. Her protective deck is 4 inches thick on the slopes and  $2\frac{1}{2}$  on the flat surfaces. She carries 38 officers and 456 men and cost the government \$2,690,000.

The Newark is a protected steel cruiser commissioned in February, 1891. Her length is 310 feet, her width 49 feet 2 inches, her draft 19 feet, her displacement 4,098 tons, and her speed 19 knots. Her main battery contains twelve 6-inch breech-loading rifles, and her secondary battery has four 6-pounder, four 3-pounder, and two 1-pounder rapid-fire guns, four 37-millimetre Hotchkiss revolving cannon, and four Gatlings. She cost the United States \$1,248,000 and carries 34 officers and 350 men.

The other classes of warships in our navy are all represented in this work. The Indiana, one of the finest battleships in the

service, was commissioned on the 20th of November, 1895. She is 348 feet in length, 69 feet 3 inches in width, has a draft of 24 feet of displacement of 10,288 tons, and a speed of 16 knots. Her armament consists of a main battery containing four 13-inch, eight 8-inch, and four 6-inch breech-loading rifles, and a secondary battery of twenty 6-pounder and six 1 pounder rapid-fire guns, and four Gatlings. Her armor is 18 inches thick. She cost \$3,020,000 and carries 36 officers and 434 men.

The Iowa is also a battleship. Her length is 360 feet, her width 72 feet 2½ inches, her draft the same as the Indiana's—24 feet, displacement 11,300 tons, and her speed on the official trial was 17.08 knots. Her armament is a main battery containing four 12-inch and eight 8-inch breech-loading rifles, and six 4-inch rapid-fire guns, and a secondary battery of twenty 6-pounder and four 1-pounder rapid fire guns and four Gatlings. Her cost was \$3,010,000 and she carries 36 officers and 450 men.

Among her sister ships are the Boston, the Oregon, the Chicago, the San Francisco, the Atlanta, the Baltimore, the Philadelphia, the Cincinnati, the Charleston, the Columbia, the Raleigh, the Montgomery, the Olympia, and four or five others, varying in size and armament. In addition to these are the splendid armored cruisers New York and Brooklyn, the unarmored cruiser Marblehead, and our recent acquisitions, the New Orleans—formerly the Amazonas—and the Albany—formerly the Almirante Abonale. It will be noticed that these cruisers all bear the names of cities.

Next in order come the gunboats, which are similar to the cruisers but smaller. The Bennington, Concord and Yorktown are representatives of this class, and the Princeton, just completed, is one of the set of six vessels of the Annapolis class, whose construction was ordered by Congress in March, 1895.

The Miantonomoh is one of the monitors whose value in coast defense was so strikingly demonstrated by the first craft of this kind. She was commissioned in October, 1891. Her length is 259 feet 6 inches, her width 55 feet 10 inches, her draft 14 feet 6 inches, her displacement 3,990 tons, and her speed 10 knots. Her main battery has four 10-inch breech-loading rifles, her secondary battery two 6-pounder, two 3-pounder, and two 1-pounder rapid-fire guns. Her armor is 7 inches thick. She carries 13 officers and 136 men.

The Katahdin is an odd-looking craft—a steel ram built for harbor defense, and, as the illustration shows, her deck is only a few feet above the water. Her length is 250 feet 9 inches, her breadth 43 feet 5 inches, her draft 15 feet, her displacement 2,155 tons, her speed 17 knots. She has no main battery, her sole armament consisting of four 6-pounder rapid-fire guns. Her armor is 6 inches thick at the top and 3 inches at the bottom. She carries 7 officers and 91 men. Her cost was \$930,000.

Then there is a dynamite cruiser, appropriately named the Vesuvius, which, on her recent visit to Washington, attracted throngs of visitors to the navy yard. She was commissioned in June, 1890, and cost \$350,000. Her length is 252 feet 4 inches, her breadth 26 feet 6⅜ inches, her displacement 929 tons, and her speed 21½ knots.



Her main battery has three dynamite guns of 15-inch caliber, her secondary battery has three 3-pounder rapid-fire guns, and she carries 6 officers and 64 men.

Other vessels not named in the above classes are the Bancroft, the naval cadet practice cruiser, which was commissioned in March, 1893, is armed with a main battery and secondary battery, and carries 10 officers and 120 men; the dispatch boat Dolphin, commissioned in 1885—she cost \$315,000, has two batteries, and carries 7 officers and 108 men; the Puritan and the Amphitrite.

The purchase of vessels for what is to be known as the auxiliary navy has gone on very rapidly, and the officers engaged in the work of selection report that they have already secured a fleet which will considerably increase the effective power of the navy. The four fine ships sold by the Morgan line, which will be converted into cruisers, have been rechristened the Yankee, the Dixie, the Prairie, and the Yosemite, in compliment to the North, South and West.

It is never wise to underestimate the strength of an enemy, and a recent report of the naval power of Spain, compiled by an official of the War Department, will show that we shall need all the force at our disposal to cope upon the seas with the nation whose armada, three centuries ago, struck terror into England, and whose defeat destroyed the naval prestige of Spain.

The total number of her ships, including those now building and the merchant vessels which may be impressed into her service, is more than one hundred. This estimate does not include the vessels for coast defense, nor a number of small craft employed for special purposes. There are eleven armored ships, all except three of which have a speed of 20 knots or more; thirty-eight cruising ships—which class includes cruisers, gunboats, torpedo boats, dispatch vessels and sloops of war. There are three gun vessels and four gunboats intended for service in Cuban waters, and also eighteen small steel gunboats for use in Cuba. In the torpedo boat flotilla there are six torpedo boat destroyers sailing 28 knots and more, and sixteen torpedo boats sailing from 8 to 25½ knots. There are also ships building—among them a battleship of 11,000 tons, an armored cruiser of 10,500 tons, two protected cruisers, the Reina Regente (Queen Regent) and the Rio de la Plata, the armored cruiser Pedro d'Aragon, the torpedo gunboat Velos, and several other torpedo gunboats not yet named. Thirteen vessels of the Transatlantic Company of Cadiz are also said to be available for arming as cruisers. These ships range from 3,084 to 6,932 tons, and sail from 13½ to 17 knots an hour.



REAR ADMIRAL GEORGE DEWEY.

## REAR ADMIRAL GEORGE DEWEY.

REAR ADMIRAL GEORGE DEWEY, commander of the Asiatic squadron that annihilated the Spanish fleet in Manila bay, is a veteran among the naval officers of the United States. He received his first experience under Admiral Farragut, and aboard the old steam sloop Mississippi, to which he was assigned for duty April 19, 1861, eight days before Fort Sumter was fired upon.

Commodore Dewey is now sixty-one years old and a native of Vermont. He was appointed to the naval academy from that state in September, 1857. When he was graduated four years later he was sent aboard the steam frigate Wabash and went on a cruise in the Mediterranean. He received his commission as a lieutenant when he was assigned to duty on the Mississippi, which joined the West Gulf squadron. When Farragut's fleet forced an entrance to the Mississippi Lieutenant Dewey was in the thickest of the fray upon the old steam sloop.

The most spirited fight in which the Mississippi ever took part occurred in March, 1863, when the fleet tried to pass by the Confederate batteries at Port Hudson. Some of the ships managed to pass up to the narrow part of the channel, where they were fired upon by the shore batteries, being forced to retreat. But the Mississippi did not attempt to get up into the channel. It was a foggy day, made more obscure by the smoke of battle. The sloop lost its bearings and ran ashore. Before its officers were aware of it it had stuck directly under the guns of a battery which was one of the strongest of her fortifications. It was only a brief breathing spell before 250 shots struck the Mississippi and riddled it from end to end. The obscurity made it possible for its crew to take to their boats after setting it on fire.

Commodore, then Lieutenant, Dewey got his first command in 1870, when he performed special service with the Narragansett. He made surveys of the Pacific coast until 1876, when he became a lighthouse inspector, afterward being secretary of the Lighthouse board. During 1882-83 he commanded the Juniata on the Atlantic station.

In September, 1884, Lieutenant Dewey was made a captain and placed in charge of the Dolphin, one of the four vessels which formed the original "White Squadron." He was placed in charge of the Pensacola of the European squadron in the following year, remaining as its commander until 1888, when he became the chief of the Bureau of Equipment and Recruiting, with the rank of Commodore.

The duties and rank of Captain Dewey remained unchanged then until 1893, when he became a member of the Lighthouse board. He received his commission as commodore February 28, 1896, being about the same time made president of the Board of Inspection and Survey, which position he occupied until January of this year, when he was placed in command of the Asiatic squadron.



MAJOR-GENERAL FITZHUGH LEE.

## GENERAL FITZHUGH LEE.

FITZHUGH LEE was born in Clermont, Fairfax county, Va., on the 19th of November, 1835. He was graduated at the United States Military Academy in 1856 and was commissioned second lieutenant in the Second cavalry. He was severely wounded in a fight with Indians, and in May, 1860, was ordered to report at West Point as instructor of cavalry. At the beginning of the Civil war, in 1861, he resigned his commission and entered the Confederate service. He was first placed on staff duty and was adjutant-general of Ewell's brigade until September, 1861, when he was made lieutenant-colonel of the First Virginia cavalry. Later he was promoted colonel, and participated in all the campaigns of the army of Northern Virginia. On July 25, 1862, he was made brigadier-general, and on September 3, 1863, major-general. In the battle of Winchester September 19, 1864, three horses were shot under him, and he was disabled by a severe wound which kept him from duty for several months. In March, 1865, he was put in command of the whole cavalry corps of the army of Northern Virginia, and a month later he surrendered to General Meade at Farmville, after which he retired to his home in Stafford county.

In 1874 he made a speech at Bunker Hill which attracted wide attention. In the winter and spring of 1882-3 he made a tour through the southern states, in the interest of the Southern Historical society. He was elected governor of Virginia in 1885. He was appointed Consul-general to Cuba by President Cleveland and showed remarkable skill and judgment in dealing with the serious problems which confronted him. President McKinley asked him to continue in office, which he did until the rupture between this country and Spain. Later the President appointed him major-general.

General Lee rendered inestimable services in protecting the American interests in Cuba. Although living in daily danger of assassination, he went about his duties in a quiet, unassuming way that inspired respect even from his enemies. When the time came for him to leave Havana he called upon Captain General Blanco, but that gentleman refused to see him. General Lee, offended at this act of official discourtesy, resolved to return to Havana as soon as circumstances permitted and renew his acquaintance with Spain's representative in Cuba, but under conditions that would insure immediate recognition. On April 5th Consul-General Lee was ordered to return from Havana, and four days later the Spanish Cabinet decided to suspend hostilities in Cuba, and General Lee and other American Consuls sailed for the United States. On the 12th of April General Lee declared before the Senate committee on foreign relations that Spanish officials knew of a plot to blow up the Maine.

The horrors resulting from General Weyler's reconcentration order, resolved itself into a deliberate effort to exterminate the rural Cuban population by starvation. No effort was made to them, and to quote the words of Miss Clara Barton: "The Turks were far more merciful to the Armenians." It was at first known that among the reconcentrados were scores of citizens of the United States who were treated as rebellious subjects. It was here that General Lee filled his functions grandly.



CAPTAIN WINFIELD SCOTT SCHLEY.

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CAPTAIN WINFIELD SCOTT SCHLEY was born near Frederick, Md., in 1839. He came from a line of sailors. His father served in the navy with distinction during the war of 1845-7. He was appointed an acting midshipman in 1856, and was graduated at the head of his class from the naval academy four years later. His first sea duty was on the frigate Niagara, on which vessel he served in China until 1861, when he returned home, and, after being promoted to the grade of master, was assigned to the West Gulf blockading squadron. He saw considerable service in the operations on the Mississippi river. He was engaged in and successfully operated with field batteries, and subsequently in all engagements which led up to the capture of Port Hudson, La., from March 16 to July 9, 1863.

He was engaged in several skirmishes and in cutting out, under heavy fire, two schooners engaged in supplying the Confederates. For this he was honorably mentioned in special orders.

He was commissioned lieutenant July 18, 1862, and served in southern waters, doing effective service, for which he was honorably mentioned, until 1864. From then until 1866 he was attached to the steam gunboat Waterec as executive officer and served in her on the Pacific station. He suppressed an insurrection among the Chinese coolies in the Chinchí islands in 1864, and during the revolution in San Salvador a year later landed 100 men to protect the United States Consulate and the custom house.

He was commissioned lieutenant-commander in July, 1866, on his return from the Pacific station, and for the next three years was assigned to duty at the naval academy. He served on the Asiatic station in the Benica and participated in the attack upon and the complete overthrow of the forces defending the forts on the Salu river in Korea in 1871. A year later he returned to the United States and was ordered to the naval academy as head of the department of modern languages. He was commissioned commander in 1874. During the next five years he served on the North and South Atlantic stations and the west coast of Africa.

When the Grecy relief expedition was organized, he was sent in command of it to the North Polar regions. He rescued Lieutenant Grecy and six survivors at Cape Sabine and brought them back with great promptitude. He was awarded a gold medal by Congress for this, and partly as a reward he was promoted by President Arthur to chief of the Bureau of Equipment and Recruiting, which place he held until 1889, when he resigned. While serving as chief of the bureau he was promoted captain. He had many times been attached to the Lighthouse board.

When the cruiser Baltimore was put in commission, Commodore Schley was placed in command of her. His last command, before that of the "Flying Squadron," was the cruiser New York, flagship of the North Atlantic squadron.



CAPTAIN WILLIAM T. SAMPSON.



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CAPTAIN WM. T. SAMPSON, commander-in-chief of the navy, was born in Palmyra, Wayne County, N. Y., February 9, 1840. He is four months younger to the day than Commodore Winfield Scott Schley, who has just been assigned to the other important naval command on the Atlantic coast, the flying squadron. Unlike Schley, the new commander-in-chief of the North Atlantic station does not come of distinguished naval lineage, nor, in fact, of a prominent family. He is the first of his line to attain distinction. George Sampson, his father, was a day laborer up in Wayne county, and the early life of William, his son, was not the pleasantest and easiest. Frequently he accompanied his father on the tramps from one farmhouse to another in Wayne county, helping to split and pile wood and do other hard work. In his spare moments he studied the few text books at his command and managed to attend the public schools in the county at intervals. Old Squire Wm. H. Southwick of Palmyra, liked young Sampson for his energy and ambition. The squire was a friend of E. B. Morgan, who represented in Congress the district which includes Wayne county. Representative Morgan had the right to appoint a midshipman to the United States Naval Academy, and when Squire Southwick heard this he exerted himself in young Sampson's behalf.

This was in 1857, and Sampson went to Annapolis in September of that year and donned the natty uniform of a midddy. Four years later, less than a year before the beginning of the Civil war, he was graduated at the head of his class. The opening of hostilities found him on the frigate Potomac, with the rank of master. Captain Sampson was too young a man to get command during the war, but he conducted himself in a manner that won him promotion to a lieutenantcy in July, 1862, and while holding that commission he served on the practice ship John Adams at the naval academy, on the ironclad Patapsco of the South Atlantic blockading squadron, and on the steam frigate Colorado, the flagship of the European squadron.

Captain Sampson, then a lieutenant, was the executive officer on the ironclad Patapsco on January 16, 1865. His boat was a part of the blockading fleet before Charleston. The rebels knew that sooner or later the boats of the Union fleet, which were doing blockade duty, would seek to enter the harbor and compel the surrender of the city or reduce it, and for days they spent all their time laying submarine mines and torpedoes preparatory to giving the Union boats a reception that they wouldn't forget. On the morning of the 16th, the admiral of the fleet decided that the time was ripe to get into the harbor. Of course, he suspected that the place was full of mines and torpedoes, and he had to get rid of them in some way. He selected the Patapsco to do the work. She was ordered to enter the harbor searching for the hidden enemies, and to pick them up or destroy them when she found them. Almost immediately after entering the harbor the boat struck a torpedo and was blown to pieces.

In 1866, while on the Colorado, Captain Sampson received his commission as lieutenant-commander. From 1865 to 1871

he was at the naval academy, and in 1872 and the following year was in Europe and elsewhere on the Congress. His first command was the Alert, to which he was assigned in 1874. From 1876 to 1878 he was again at the Naval Academy, and ten years later he became superintendent. Since the formation of the new navy he has commanded the San Francisco and the Iowa. From 1893 to 1897 he was chief of the bureau of naval ordinance.





**OFFICERS OF THE FLAGSHIP NEW YORK**—Captain F. E. Chadwick is chief of these men, who are proud of their magnificent battleship and hope to achieve great victories when they meet the Spanish men-of-war. The lieutenant-commander is W. P. Potter and the lieutenants are D. D. Stuart, F. W. Coffin, R. T. Mulligan and E. E. Capehart. The medical inspector is M. C. Drennan. The captain of marines is R. Wallach, and R. H. Lane is the lieutenant of marines.



**JUNIOR OFFICERS OF THE FLAGSHIP NEW YORK**—The ensigns aboard the flagship are F. Marble, J. R. Edie, E. L. Bennett and F. H. Brumby. The cadets are L. C. Palmer, F. E. Ridgley, C. L. Poor, H. C. Mustin, E. McCauley, A. Kantz, N. L. Jones and O. D. Duncan. A. Burtis is the pay inspector and C. J. MacConnell is the chief engineer.



**CAPTAIN AND OFFICERS OF THE UNITED STATES BATTLESHIP MAINE**—Little did they reckon of danger and dire destruction when this photograph was taken, but their loss is the country's loss, and the United States has not been slow to avail itself honorably of the war cry, "Remember the Maine." The brave men who were sacrificed with the ship will never be forgotten.



**JUNIOR OFFICERS OF THE MAINE**—The younger officers of the Maine were sorely disappointed when duty forbade them enjoying the pleasures of Havana in February. Precautions in view of possible trouble kept them aboard, yet they little thought of the cruel enemy that lurked beneath their noble ship.



**CHIEF PETTY OFFICERS OF THE MAINE**—Sub-officers in the navy, such as gunners, etc., are known as petty officers. They correspond to non-commissioned officers in the army. Many a domestic circle was broken up by the sacrifice of life aboard the Maine, but many thousands of fellow-citizens are ready to sacrifice their life's blood to revenge the loss.



**MARINES FROM THE BATTLESHIP MAINE LEAVING HAMPTON ROADS**—From seamanship to field maneuvering and from camps to cabins. The vicissitudes and changes of a marine's life make him an all around fighter. One day he is doing duty on deck and the next in a field review. Another day he will be helping with the ship's guns and in a few hours storming a castle. Nothing in the way of aggression comes amiss, and the brave boys are always ready to change their "sea legs" to the solid marching of the foot soldier, or vice versa.





**CAPTAIN CHARLES DWIGHT SIGSBEE**—Not alone will the momentous destruction of the ship he commanded keep the name of Captain Sigsbee fresh in the minds of his countrymen, but the wise self-possession he showed during the most trying times, and the energy with which he helped the inquiry into the loss of the *Maine*, will add to the immortality that history will bestow upon him. Captain Sigsbee is now in command of the auxiliary cruiser *St. Paul*.



**MAINE WRECKAGE AMIDSHIPS FROM PORT SIDE**—The destructive character of the explosive used in the mine that blew up the Maine is plainly apparent in this photograph of the plates, frames and machinery. The wreckers at work are experiencing considerable difficulty in releasing a gun carriage from the heavy machinery by which it is surrounded. It is difficult to believe that this mass of wreckage is all that remains of the battleship so treacherously destroyed. Never was a wreck more shapeless. The completeness of the destruction is only equaled by the enormity of the crime which history will forever record with shame. It is a blot upon the escutcheon of mankind.



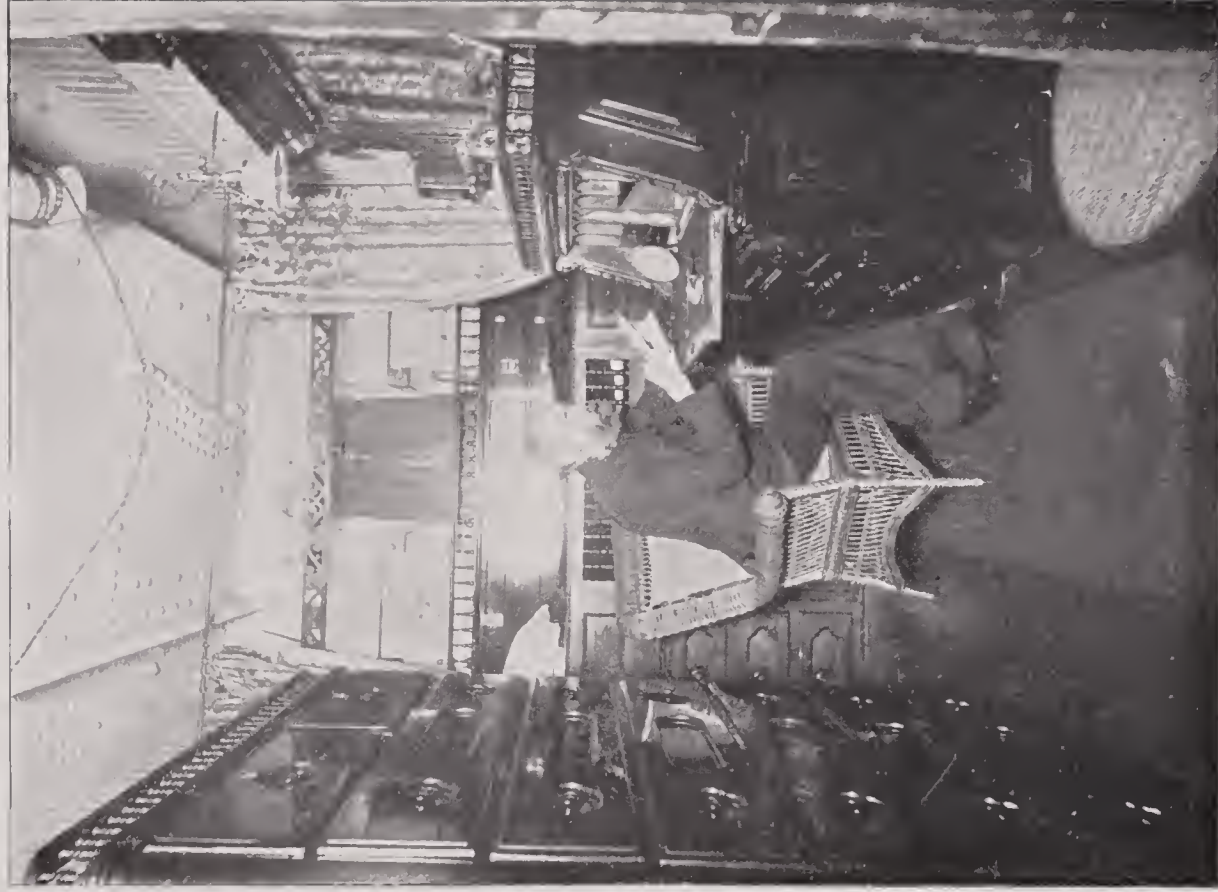
**TAKING A DIVER'S REPORT**—After a considerable stay beneath the dirty waters of Havana harbor, securing the most substantial of the evidence that everywhere abounded to prove the cause of the Maine's destruction, the divers would return to the surface of the water and carefully relate all particulars to the officers in charge of the attending boats. The photograph was taken just as a diver had come up with some important discoveries, and Ensign Powelson can be seen standing on the side of the boat, with note book in hand, ready to write down all the diver has to say.



**THE MAINE WRECK.**—The part of the wreckage here shown had a very important bearing upon the verdict of the board of inquiry. The Spanish officials decided to secure the aid of divers and examine the wreck for their own satisfaction. This they were permitted to do and special attention was given to this section of the wreckage. As all the world knows by this time, they made a report to their home government, but it has not been made public, although guarded utterances have shown that they did not find, or professed not to find, any evidence that would bring the crime home to their own countrymen or prove that the explosion was produced by outside agencies.



**ANOTHER VIEW OF THE MAINE WRECK**—The ooze and slime in Havana harbor greatly increased the difficulties of recovering the bodies of the victims. No sooner was a piece of wreckage detached from the main bulk than it began to sink in the mud at the bottom of the harbor and the divers struggled manfully to save the disappearing evidence. They had experiences that are seldom met with. The first duty was to recover the bodies and the second to secure evidence. Although the dictates of humanity demanded that everything else be subservient to the care of the martyred seamen, there was sufficient and indisputable evidence found to convince even the skeptical that Captain Sigsbee's ship had met with a treacherous fate.



**PAYMASTER'S STATE ROOM**—The state rooms on the Maine were fitted in taste that was truly American, and the paymaster's room, shown above, is a picture of coziness and comfort.



**CAPTAIN A. S. CROWNINSHIELD**—On duty at the Chief Bureau of Navigation. Captain Crowninshield was captain of the ill-fated *Maine* prior to Captain Charles D. Sigsbee being appointed to the command of that vessel, which will evermore figure in the histories of this country.



**SECRETARY HERBERT VISITING THE MAINE**--Every incident in the life of the lost battleship Maine is affectionately recalled when the momentous fate of that magnificent vessel is spoken of. When she was ready for her trial of speed Secretary and Mrs. Herbert went aboard and were received with befitting honors. The secretary inspected every part of the ship's equipment, including the men and their quarters. This was of particular interest in view of the fact that every part of the Maine was of American manufacture. The act which authorized her construction made the provision that everything about the Maine should be home made.





**SHIP'S COMPANY OF THE MAINE**—From budding youth to well developed manhood, every age of physical strength and hope was to be found in the ship's company of the Maine. From spinning yarns to feats of strength, the Maine's crew was thoroughly representative of the United States navy, and all the crews of other ships that had come in contact with them, can have no better talisman when fighting than a recollection of the bright faces on the battleship.



**OFFICERS' QUARTERS ON THE MAINE**—Stern discipline does not rob navy officers of the power to enjoy social pleasures; in fact, it has a tendency to make them more sociable. Many a delightful hour has been spent in the officers' quarters aboard the Maine amid the fragrance of tobacco smoke and cheerful conversation.



**MASTER AT ARMS MESS ON BOARD THE MAINE**—A generous diet is never begrudged American seamen by the citizens of this country, and the exposure and training undergone by naval men justify good living, which tells in time of war, when muscle, nerve and sinew are called into action, and victories that set the world awondering are recorded against the expenses of keeping a powerful navy. There are no dinner tables on land or sea to equal a sailors' mess for good humor and good appetites—the preludes to deeds of daring.



**GUNNER'S GANG ON THE MAINE**—The full dress appearance of a ship's crew at quarters is not the invariable condition of the men during all the duties aboard ship. In the above photograph the gunner's gang is shown in costumes befitting the work of cleaning and oiling the guns and keeping the metal work in the polished condition the visitor sees it when he goes on board a well-ordered man-of-war.



**TORPEDO GUN ON THE MAINE**—The Maine carried four torpedo tubes, or what are sometimes spoken of as torpedo guns. The explosive with which a torpedo is charged is fired in one of three distinct ways: by contact, by concussion, or by electricity. Nearly every year the torpedo is being made more deadly, and, with very few exceptions, all the United States battleships carry from one to six tubes.



**SINGLE-STICK EXERCISE ON THE MAINE**—One of the most unexpected happenings in modern naval warfare would be a hand to hand encounter. Battleships are not now captured by boarding as in days gone by, and it is not even found necessary to arm the up-to-date sailor with cutlasses and other small arms. Nevertheless, the healthy and skillful exercise to be gotten out of calisthenics of the above character are not only fostered by the authorities, but thoroughly enjoyed by the ships' crews when they meet each other occasionally in friendly rivalry and put their prowess to the test.



**PIONEERS**—This detachment of sturdy pioneers is from the battleship *Maine* so treacherously destroyed in the harbor of Havana. The pioneers of an army of invasion are detailed to form roads, dig trenches, make bridges and prepare for the advancing regiments; and the pioneers above pictured bear a corresponding relation to the fighting men aboard a man-of-war. Armed with axes and tool bags and as few appurtenances as possible these muscular fellows oftentimes work wonders in the space of a few hours.



**BERTH DECK COOKS ON BOARD THE MAINE**—To prepare three meals a day for a ship's company of over four hundred healthy men is no inconsiderable task, and the cooks aboard a man-of-war are generally kept pretty busy from morning till night. The culinary tactics would often be an eye opener to the gastronomic goddesses on terra firma, but the kitchen and utensils of a battleship will never be beaten in cleanliness and order. It would make the housewife smile to see a jolly Jack Tar squatting in the most convenient attitude while he polished a potato dish, but the polishings and rubbings and scrubbings lead to very brilliant results besides being compulsory.





**FIREMEN AND COAL PASSERS ON THE MAINE**—These are some more of the Maine crew for whom the whole country is in sorrow. Their work aboard the battleship was probably the dirtiest and most wearing of any of the ship's duties. In time of war the firemen and coal passers are incessantly at work, deep in the body of the ship and out of sight of danger. But all the time they can hear the terrible roar of cannon and realize that any moment a giant shot may come crushing through the bowels of the ship and sweep them into eternity. It is a severe ordeal through which our seamen pass without a murmur.



**BOARD OF INQUIRY INTO THE LOSS OF THE MAINE**—The members of the board of inquiry, appointed by the government, were Captain French E. Chadwick, Lieutenant-Commander Adolph Marix, Captain William T. Sampson, and Lieutenant-Commander William P. Potter. Captain Sampson acted as president, and Lieutenant-Commander Marix as judge-advocate. The sittings were held on board the light-house tender Mangrove, anchored near the wreck in Havana harbor. The photograph was taken while they were in session on the 15th April, 1898. The whole world knows the result of their sad duty.



**HAVANA HARBOR**—This view is from a photograph taken from the "Regla" shore and it shows the entrance to Havana harbor. In the left of the photograph can be seen Havana city, while Fort Cabanas is clearly shown on the opposite side at the left. It was close by that the Maine was destroyed, and it was here that the light house tender Mangrove was anchored while the members of the board of inquiry held their investigations into the loss of the battleship. The little Mangrove has since shown very plucky sympathy with the verdict.



**MORRO CASTLE**—This structure has brought terror to the heart of many an insurgent who has been slowly tortured to death in the noisome dungeons with which the famous fortification abounds. "Morro," which is Spanish for promontory, is applied to many a coast fortification in Cuba, but none has such a world wide fame for deeds of horror. The view here presented is from a photograph of the castle from its front aspect, as it looks out on the waters of the Gulf of Mexico and fills the passing navigator with wonder and awe.



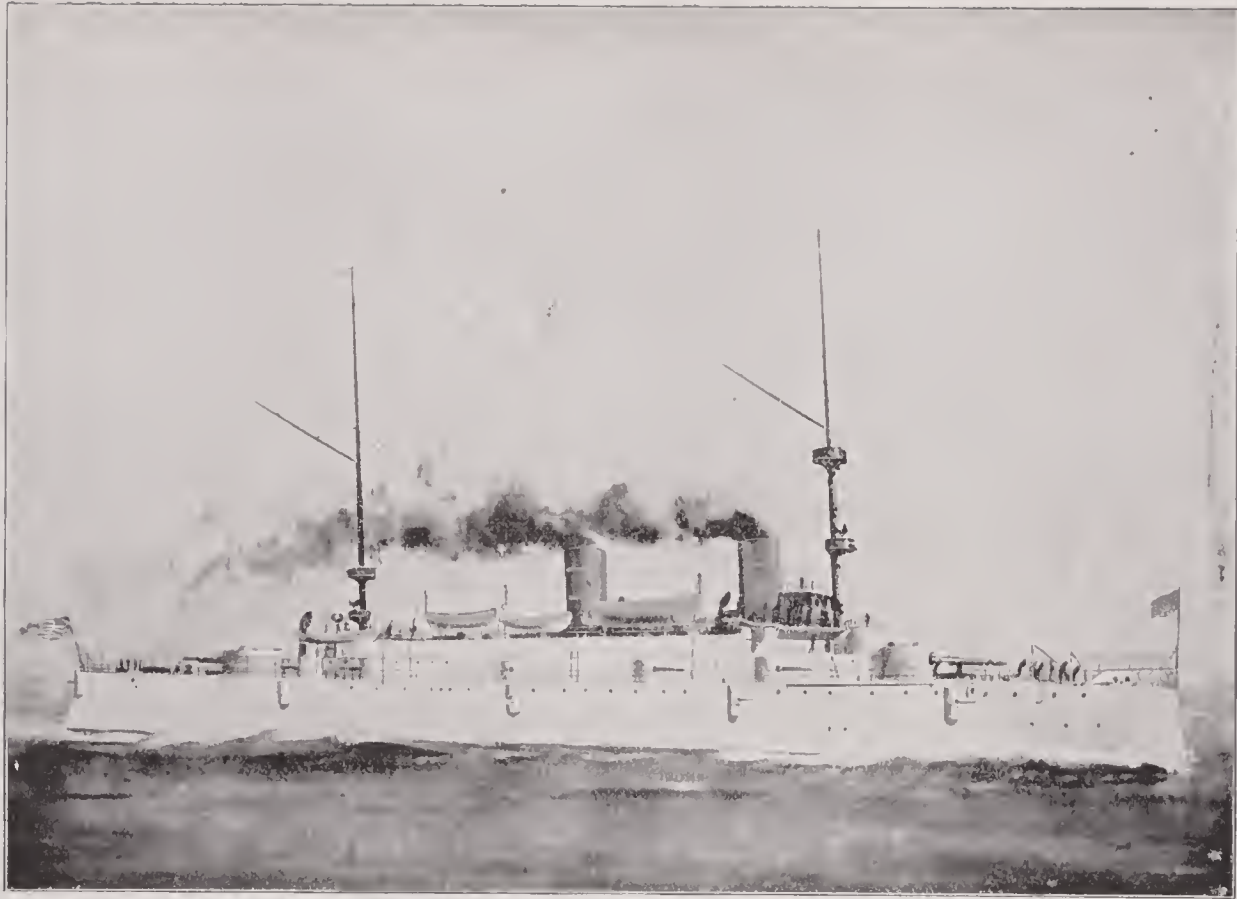
**FORTRESS CABANAS**—Across the bay from Morro Castle looms the less formidable Fortress Cabanas, which is, nevertheless, of very considerable value as a coast defense. Probably no European country has so many castles, forts and fortifications to so small an area as Spain has in all her colonies. The people of the Iberian peninsular are apparently unable to abandon their customs, which are more suited to the Middle Ages than to the approach of the twentieth century. And as long as education is a rarity, so long will they remain at the tail end of civilization.



**THE CITY AND BAY OF MATANZAS**—From the top of camp “Montserrate” this photograph was taken, and it gives a view of the city with several miles of coast line along the bay. Matanzas is a city of first rate importance, although it is not heard of so often as smaller cities and towns that are more in the line of belligerent invaders. Its commerce in times of peace was second only to Havana itself, but since Cuba has become an island of bloodshed, the population and trade have decreased with alarming rapidity and it is suffering like every other town in the Pearl of the Antilles.



**LOWER END OF HAVANA BAY**—The vessels shown in the photograph are steamers unloading their cargoes and taking coal aboard for the return trip. This picture was taken just before the beginning of hostilities, and the fort known as "Fort Number Four," can be seen in the distance. Havana harbor is one of the finest in the world, and with so fertile an island as Cuba, it is painful in the extreme to think of the years of suffering and devastation that have preceded the active steps toward pacification now being taken by the United States.



**OLYMPIA**—Twin-screw, steel, unarmored, protected cruiser; 5,870 tons displacement; length, 340 feet; breadth, 53 feet; mean draft, 21 feet 6 inches; horse power, 17,313; main battery, four 8-inch breech-loading rifles and ten 5-inch rapid-fire guns; secondary battery, fourteen 6-pounder rapid-fire guns, six 1-pounder rapid-fire cannons, and four Gatlings, with six torpedo tubes and eight automobile torpedoes; speed, 21.686 knots; crew, 34 officers and 416 men; cost, \$1,796,000. Flagship of Admiral Dewey in engagement with the Spaniards under Admiral Montejo at Manila, May 1st, 1898.





**REINA MARIA CHRISTINA** (Spanish)—The flagship of the Spanish fleet at Manila, was burned and sunk on May 1st, 1898, by the effective fire from Commodore Dewey's guns. Commander Cadarzo went down with the burning flagship. Admiral Montejo was urged, during the engagement, to transfer his flag from the Reina Maria Christina to the Isla de Cuba, and he followed the advice just in time to escape destruction. No sooner had he gotten away from the doomed vessel than it was enveloped in flames.



**BALTIMORE**—Twin-screw, steel, protected cruiser; 4,600 tons displacement; length, 327 feet 6 inches; breadth, 48 feet 6 inches; mean draft, 19 feet 7 inches; horse power, 10,064; main battery, four 8-inch and six 6-inch breech-loading rifles; secondary battery, four 6-pounder and two 3-pounder rapid-fire guns, two 1-pounder rapid-fire cannons, four 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 20.09 knots; crew, 36 officers and 350 men; cost, \$1,426,504.93. With Admiral Dewey's fleet in the fight with the Spaniards at Manila, May 1, 1898.



**RALEIGH**—Twin-screw, steel, protected cruiser; 3,213 tons displacement; length, 300 feet; breadth, 42 feet; mean draft, 18 inches; horse power, 10,000; main battery, ten 5-inch and one 6-inch rapid-fire guns; secondary battery, eight 6-pounder rapid-fire guns, four 1-pounder rapid-fire cannons and two Gatlings; speed, 19 knots; crew, 20 officers and 292 men; cost, \$1,100,000. With Admiral Dewey in the annihilation of the Spanish fleet at Manila, May 1, 1898.



**NEW YORK**—Twin-screw, steel, armored cruiser; 8,450 tons displacement; length, 380 feet 6 inches; breadth, 64 feet 10 inches; mean draft, 23 feet 11 inches; horse power, 17,400; armor, 4 inches on the sides, 5½ inches on the turrets, and 10 inches on the barbets; main battery, six 8-inch breech-loading rifles, and twelve 4-inch rapid-fire guns; secondary battery, eight 6-pounder and four 1-pounder rapid-fire guns, and four Gatlings; speed, 21 knots; 40 officers and 526 men; cost, \$3,249,224.45.



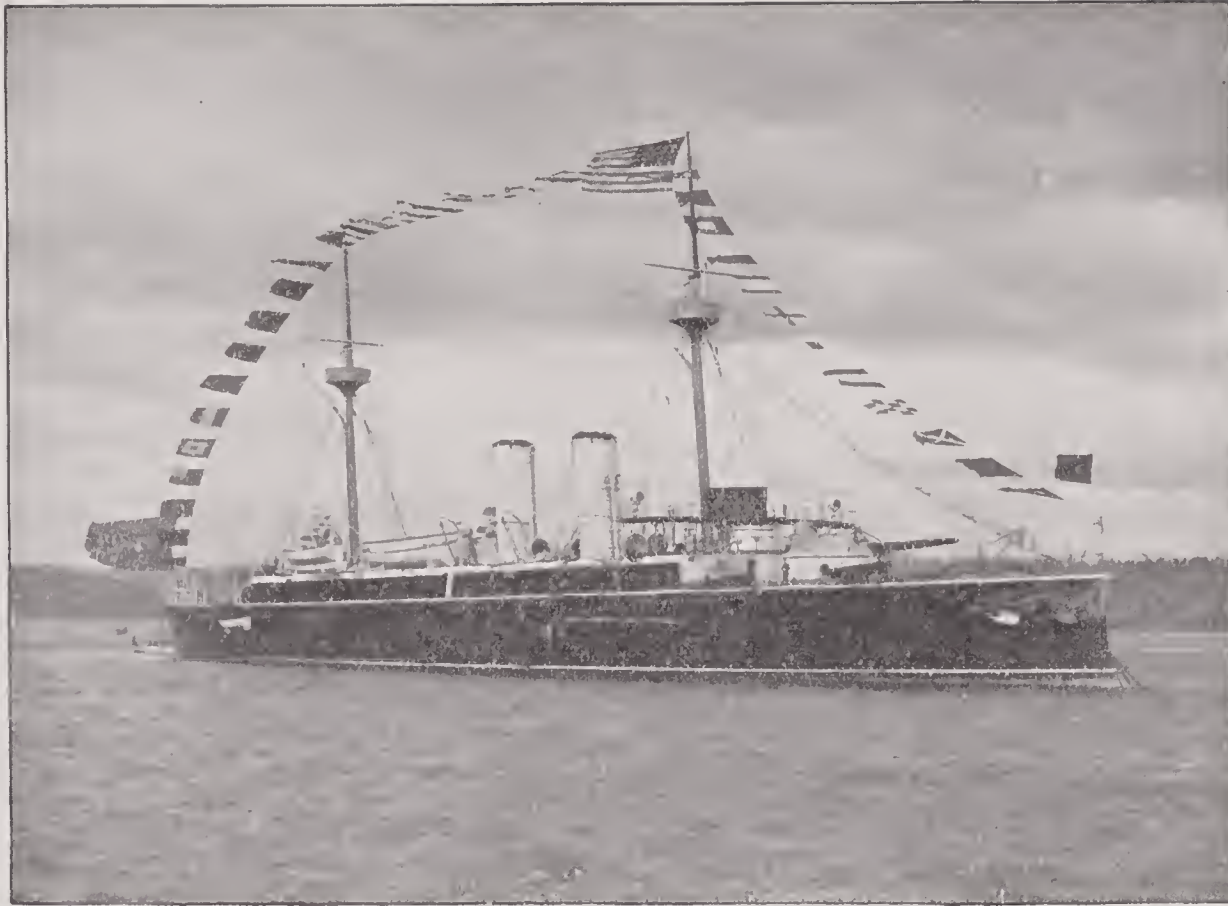
**IOWA**—First class, twin-screw, steel battleship; 11,296 tons displacement; length, 360 feet; breadth, 72 feet 2½ inches; mean draft, 24 feet; horse power, 12,105; armor, 14 inches on the sides, from 5½—15 inches on the turrets, and from 6—15 inches on the barbets; main battery, four 12-inch, eight 8-inch, and six 4-inch rapid-fire guns; secondary battery, twenty 6-pounder and four 1-pounder rapid-fire guns and four Gatlings; speed, 17.087 knots; crew, 36 officers and 469 men; cost, \$3,010,000.



**VIZCAYA** (Spanish)—Iron, barbette, armored cruiser; 7,000 tons displacement; length, 340 feet; breadth, 65 feet; maximum draft, 21 feet 6 inches; horse power, 13,000; armor, belt 12 inch, gun positions 10½ inch, deck plating 3 inch; batteries, two 11-inch, ten 5.5-inch rapid-fire, two 2.7-inch, eight 12.2-inch, four 1.4-inch, and two muzzle loading rifled guns; six torpedo tubes; speed, 20 knots; officers and crew, 500; cost, \$600,000.



**INDIANA**—First class, twin-screw, steel battleship; 10,288 tons displacement; length, 348 feet; breadth, 69 feet 3 inches; mean draft, 24 feet; horse power, 9,738; armor, 18 inches on the sides, from 6—15 inches on the turrets, and from 6—17 inches on the barbets; main battery, four 13-inch, eight 8-inch, and four 6-inch breach-loading rifles; secondary battery, 30 rapid-fire guns of small calibre; speed, 15.547 knots; crew, 38 officers and 438 men; cost, \$3,020,000.

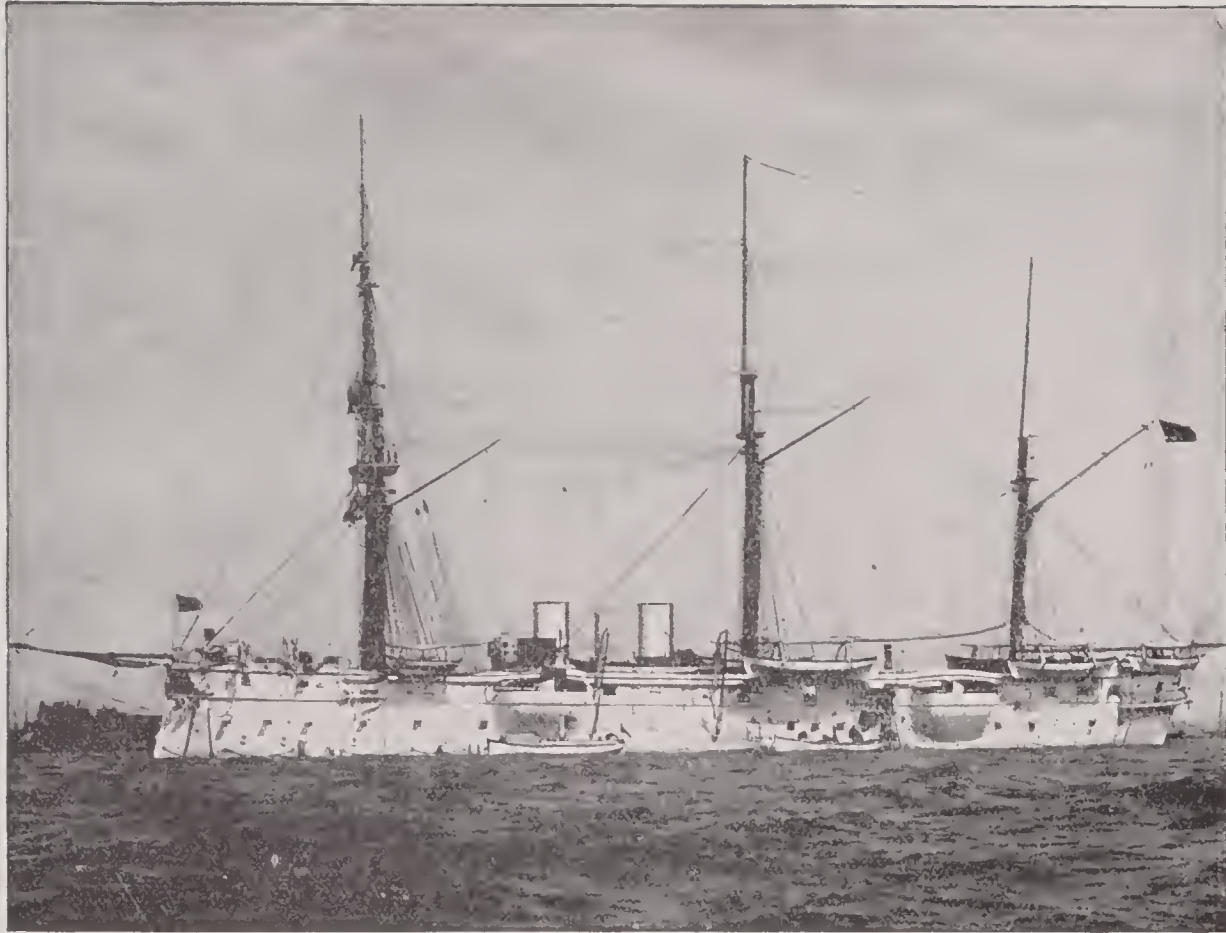


**INFANTA MARIA TERESA** (Spanish)—Steel, barbette, armored cruiser; 7,000 tons displacement; length, 340 feet; breadth, 65 feet; maximum draft, 21 feet 6 inches; horse power, 13,758; armor, belt 12 inch, gun positions 10½ inch, deck plating 3 inch; batteries, two 11-inch, ten 5.5-inch (all Hontoria guns), eight 2.2-inch rapid-fire, eight 11.4-inch, and two muzzle loading rifled guns; six torpedo tubes; speed, 20.25 knots; officers and crew, 500; cost, \$600,000.





**PURITAN**—Twin-screw, iron, double turret monitor for coast defense; 6,060 tons displacement; length, 289 feet 6 inches; breadth, 60 feet 1½ inches; mean draft, 18 feet; horse power, 3,700; armor, 14 inches on the sides, 8 inches on the turrets, and 14 inches on the barbets; main battery, four 12-inch breech-loading rifles and two 4-inch rapid-fire guns; secondary battery, six 6-pounder rapid-fire guns, four Gatlings and two 37-millimetre Hotchkiss revolving cannons; speed, 12.4 knots; crew, 22 officers and 208 men; cost, \$3,178,046.



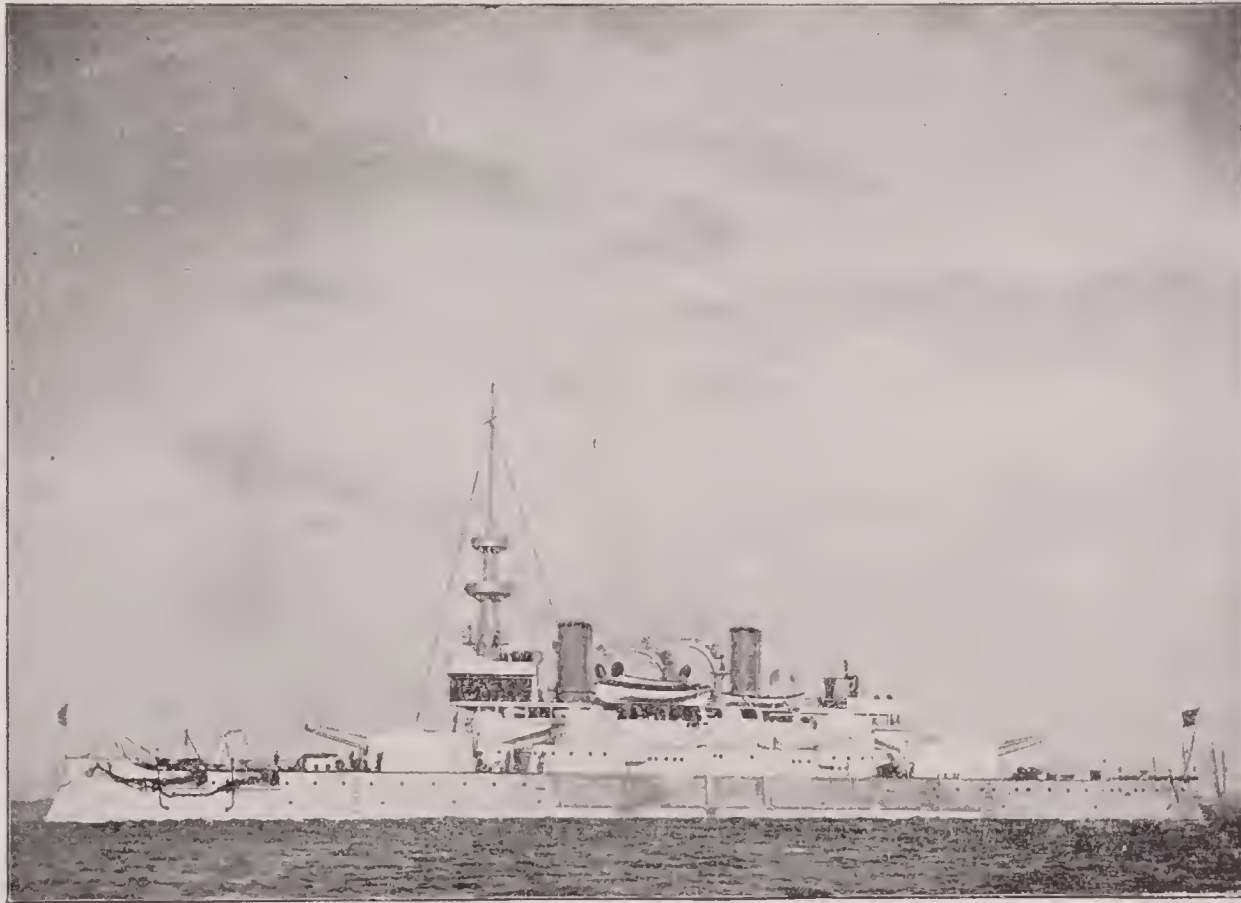
NAVARRA (Spanish)—Cruiser; wooden hull; 3,342 tons displacement; length, 232 feet 11 inches; breadth, 42 feet 7 inches; maximum draft, 20 feet 4 inches; one propeller; horse power, 4,400; batteries, four 5.9-inch, two 4.7-inch, two 3.4-inch, four 2.9-inch, and four muzzle loading rifled guns; two torpedo tubes; speed, 14 knots an hour; officers and crew, 300.



**AMPHITRITE**—Twin-screw, iron, double-turreted monitor; 3,990 tons displacement; length, 259 feet 6 inches; breadth, 55 feet 10 inches; mean draft, 14 feet 6 inches; horse power, 1,600; armor, 9 inches on sides, 7.5 inches on turrets and 11.5 inches on barbets; main battery, four 10-inch breech-loading rifles and two 4-inch rapid-fire guns; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 37-millimetre Hotchkiss revolving cannons, and two 1-pounder rapid-fire cannons; speed, 12 knots; crew, 26 officers and 145 men; cost, \$3,178,046.



**INFANTA ISABEL** (Spanish)—Iron cruiser; 1,130 tons displacement; length, 210 feet 11 inches; breadth, 32 feet 2 inches; maximum draft, 12 feet 5 inches; one propeller; horse power, 1,500; batteries, four 4.7-inch (Hontoria guns), two 2.7-inch, three rapid-fire, and four muzzle loading rifled guns; two torpedo tubes; speed, 14 knots an hour; officers and crew, 130.



**OREGON**—First class, twin-screw, steel battleship; 10,288 tons displacement; length, 348 feet; breadth, 69 feet 3 inches; mean draft, 24 feet; horse power, 11,111; armor, 18 inches on the sides, from 6—15 inches on the turrets, and from 6—17 inches on the barbettes; main battery, four 13-inch, eight 8-inch, and four 6-inch rifles; secondary battery, 30 rapid-fire guns of small calibre; speed, 16.79 knots; crew, 32 officers and 440 men; cost, \$3,222,810.



**NUEVA ESPANA** (Spanish)—Steel cruiser; 630 tons displacement; length, 190 feet; breadth, 23 feet; maximum draft, 11 feet 9 inches; two propellers; horse power, 2,600; batteries, two 4.7-inch (Hontoria) and four 2.2-inch rapid-fire guns with one muzzle loading rifled gun; two torpedo tubes; speed, 18 knots an hour; officers and crew, 91.



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**MASSACHUSETTS**—First class, twin-screw, steel battleship; 10,288 tons displacement; length, 348 feet; breadth, 69 feet 3 inches; mean draft, 24 feet; horse power, 10,403; armor, 18 inches on the sides, from 6—15 inches on the turrets, and from 6—17 inches on the barbets; main battery, four 13-inch, eight 8-inch, and four 6-inch rifles; secondary battery, 31 rapid-fire guns of small calibre; speed, 16.21 knots; crew, 32 officers and 441 men; cost, \$3,020,000.



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**TEXAS**—Second class, twin-screw, steel battleship; 6,315 tons displacement; length, 301 feet 4 inches; breadth, 64 feet 1 inch; mean draft, 22 feet 6 inches; horse power, 8,610; armor, sides and turret, 12 inches thick; main battery, two 12-inch and six 6-inch breech-loading rifles; secondary battery, six 1-pounder rapid-fire guns, four 37-millimetre Hotchkiss revolving cannons, and two Gatlings; speed, 17 knots; crew, 30 officers and 359 men; cost, \$2,500,000.





**BROOKLYN**—Twin-screw, steel, armored cruiser; 9,153 tons displacement; length, 400 feet 6 inches; breadth, 64 feet; mean draft, 24 feet; horse power, 18,770; armor, 3 inches on the sides, 5½ inches on the turrets, and 4—8 inches on the barbettes; main battery, eight 8-inch breech-loading rifles and twelve 5-inch rapid-fire guns; secondary battery, twelve 6-pounder and four 1-pounder rapid-fire guns and four Gatlings; speed, 21.91 knots; crew, 46 officers and 515 men; cost, \$2,986,000.



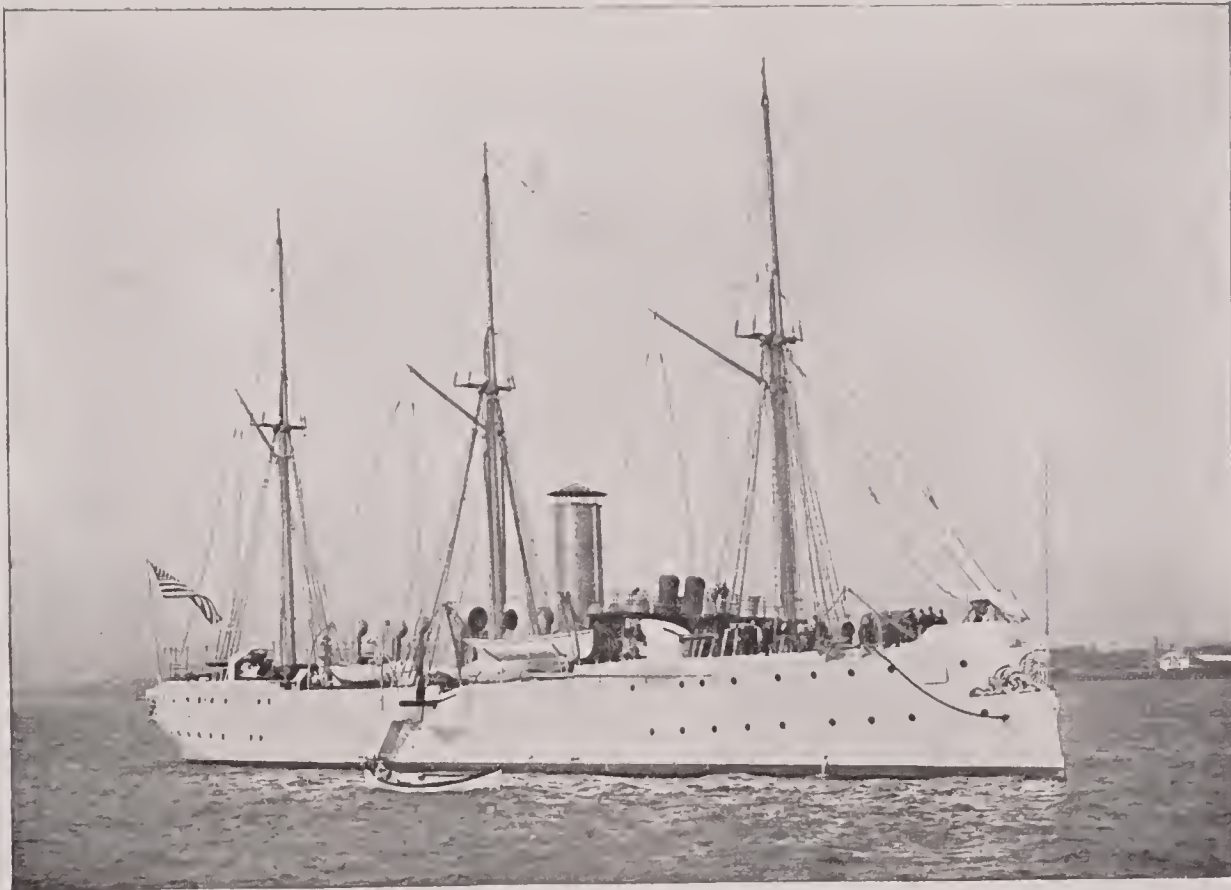
**MINNEAPOLIS**—Triple-screw, steel, protected cruiser; 7,375 tons displacement; length, 411 feet 7 inches; breadth, 58 feet 2 inches; mean draft, 22 feet 6 inches; horse power, 20,862; main battery, one 8-inch breech-loading rifle, two 6-inch and eight 4-inch rapid-fire guns; secondary battery, twelve 6-pounder and four 1-pounder rapid-fire guns, and four Gatlings; speed, 23.7 knots an hour; crew, 38 officers and 656 men; cost, \$2,690,000.



**COLUMBIA**—Triple-screw, steel, protected cruiser; 7,375 tons displacement; length, 411 feet 7 inches; breadth, 58 feet 5 inches; mean draft, 22 feet 6 inches; horse power, 18,509; armament, main battery, two 6-inch and eight 4-inch rapid-fire guns, and one 8-inch breech-loading rifle; secondary battery, twelve 6-pounder rapid-fire guns, four 1-pounder rapid-fire cannons, and four Gatlings; speed, 22.8 knots an hour; crew, 40 officers and 429 men; cost, \$2,725,000.



**BOSTON**—Single screw, steel, protected cruiser; 3,189 tons displacement; length, 270 feet 3 inches; breadth, 42 feet; mean draft, 17 feet; horse power, 4,030; main battery, six 6-inch and two 8-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 1-pounder rapid-fire cannons, two 47-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 15.6 knots; crew, 19 officers and 205 men; cost, \$809,923.44. With Admiral Dewey's fleet in the destruction of the Spaniards at Manila, May 1, 1898.



**CONCORD**—Twin-screw, steel, gunboat; 1,710 tons displacement; length, 230 feet; breadth, 36 feet; mean draft, 14 feet; horse power, 3,405; armament, main battery, six 6-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 16.8 knots; crew, 13 officers and 180 men; cost, \$490,000. One of the U. S. fleet in the engagement with the Spaniards at Manila on May 1, 1898.



**PETREL**—Single screw, steel, gunboat; 892 tons displacement; length, 176 feet; breadth, 31 feet; mean draft, 11 feet 7 inches; horse power, 1,095; armament, main battery, four 6-inch breech-loading rifles; secondary battery, one 1-pounder rapid-fire gun, two 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 11.7 knots; crew, 10 officers and 122 men; cost, \$307,966.55. In the engagement with the Spanish fleet at Manila, May 1, 1898.



**ERICSSON**--Twin-screw, steel, torpedo boat; 120 tons displacement; length, 149 feet; breadth, 15 feet 6 inches; mean draft, 4 feet 9 inches; horse power, 1,800; batteries, three 1-pounder rapid-fire guns and three 18-inch Whitehead torpedo tubes; speed, 24 knots; crew, 3 officers and 20 men; cost, \$113,500.



**KATAHDIN**—Twin-screw, steel, harbor-defense ram; 2,155 tons displacement; length, 250 feet 9 inches; breadth, 43 feet 5 inches; mean draft, 15 feet; horse power, 4,800; armor, 6 inches thick; batteries, four 6-pounder rapid-fire guns; speed, 17 knots an hour; crew, 30 officers and 91 men; cost, \$930,000.

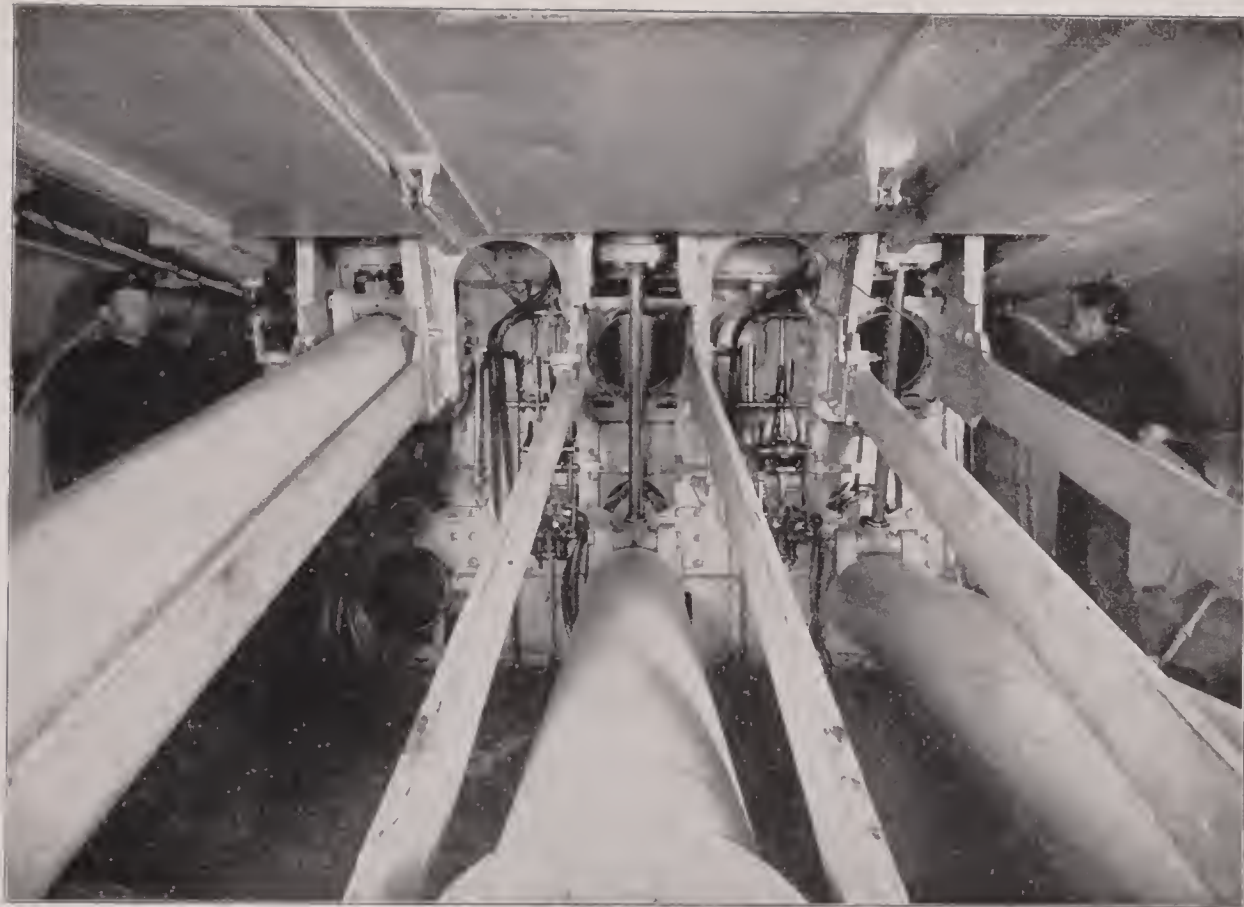




**VESUVIUS**—Twin-screw, steel, dynamite gun vessel; 929 tons displacement; length, 252 feet; breadth, 26 feet 6 inches; mean draft, 10 feet 1 inch; horse power, 3,796; armament, main battery, three 15-inch dynamite guns; secondary battery, three 3-pounder rapid-fire guns; speed, 21.4 knots; crew, 6 officers and 64 men; cost, \$350,000.



**DYNAMITE GUNS**--The three guns here shown are the powerful 15-inch dynamite guns in the main battery of the Vesuvius, which is fully described with photograph on another page. The projectiles from these deadly weapons are launched with compressed air. The speed of the Vesuvius enables her to get away from every vessel except the very fastest cruisers; and if she can escape the guns of an adversary just long enough to explode one charge of dynamite against its side it would end the career of the adversary in a moment.



**DYNAMITE GUNS BELOW DECK** In this photograph the below-deck part of the dynamite guns are shown to illustrate the connection they have with the vessel. One might almost suppose the vessel were built around the guns, so important a part do they bear in the construction of the ship. With many tons of dynamite in her magazines the Vesuvius is not only a deadly menace to the enemy's fleet, but also to her own crew. One shot from a dynamite gun would sink a battleship, but if one well-directed shot from the enemy were to strike the Vesuvius it would be blown to fragments by the explosion of its own cargo.



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**CHICAGO**—Steel, twin-screw, protected cruiser; 4,500 tons displacement; length, 325 feet; breadth, 48 feet 2 inches; mean draft, 19 feet; horse power, 9,000; armament, main battery, four 8-inch, eight 6-inch, and two 5-inch breech-loading rifles; secondary battery, nine 6-pounder rapid-fire guns, four 1-pounder rapid-fire cannons, two 37-millimetre Hotchkiss revolving cannons, and two Gatlings; speed, 15.10 knots an hour; crew, 33 officers and 376 men; cost, \$1,245,776.46.

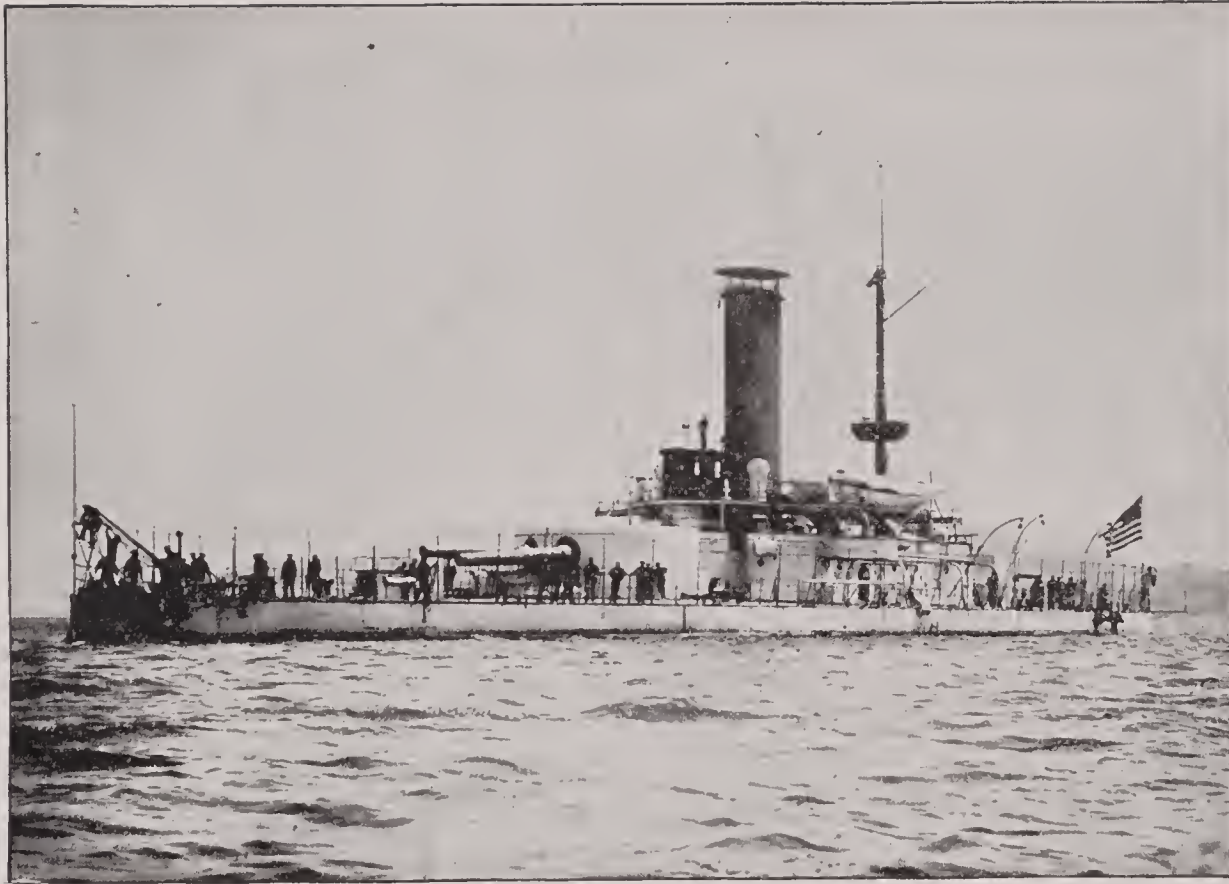


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**PHILADELPHIA**—Steel, twin-screw, protected cruiser; 4,324 tons displacement; length, 327 feet 6 inches; breadth, 48 feet 6 inches; mean draft, 19 feet 3 inches; horse power, 8,815; main battery, twelve 6-inch breech-loading rifles; secondary battery, four 6-pounder rapid-fire guns, four 2-pounder rapid-fire cannons, three 37-millimetre Hotchkiss revolving cannons, and four Gatlings; speed, 19.6 knots an hour; crew, 34 officers and 350 men; cost, \$1,424,864.85.



**NEWARK**—Steel, twin-screw, protected cruiser; 4,098 tons displacement; length, 310 feet; breadth, 49 feet 2 inches; mean draft, 18 feet 9 inches; horse power, 8,869; armament, main battery, twelve 6-inch breech-loading rifles; secondary battery, four 6 pounder rapid-fire guns, four 3-pounder rapid-fire cannons, four 37-millimetre Hotchkiss revolving cannons, and four Gatlings; speed, 19 knots an hour; crew, 34 officers and 350 men; cost, \$1,379,897.47.



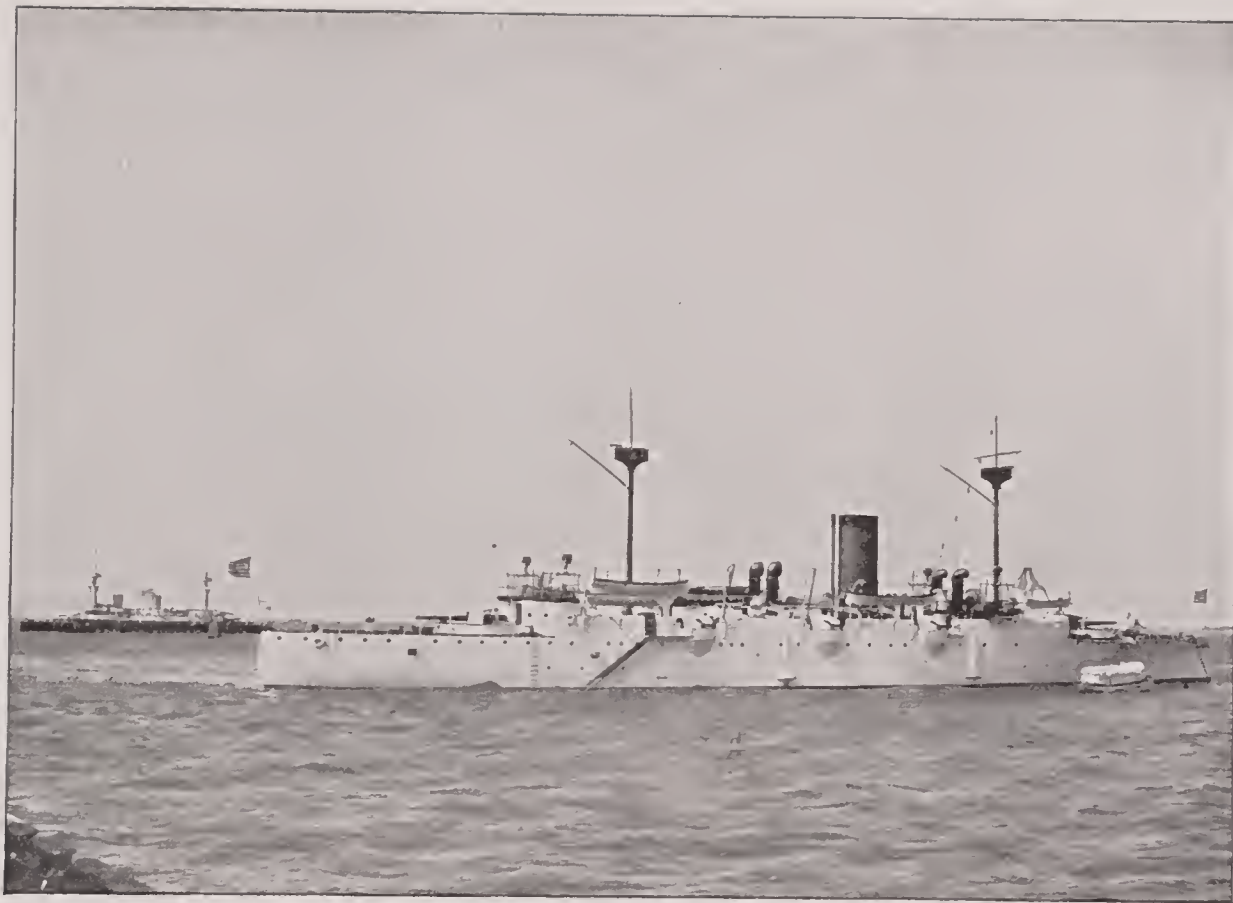
**MONTEREY**—Twin-screw, steel, barbette turret, low free-board monitor; 4,084 tons displacement; length, 256 feet; breadth, 59 feet; mean draft, 14 feet 6 inches; horse power, 5,244; armor, 13 inches on sides, 7.5—8 inches on turrets, and from 11.5—14 inches on barbettes; main battery, two 12-inch and two 10-inch breech-loading rifles; secondary battery, six 6-pounder rapid-fire guns, two Gatlings and four 1-pounder rapid-fire cannons; speed, 13.6 knots; crew, 19 officers and 172 men; cost, \$1,628,950.



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**SAN FRANCISCO**—Steel, twin-screw, protected cruiser; 4,088 tons displacement; length, 310 feet; breadth, 49 feet 2 inches; mean draft, 18 feet 9 inches; horse power, 9,913; main battery, twelve 6-inch breech-loading rifles; secondary battery, four 6-pounder and four 3-pounder rapid-fire guns, two 1-pounder rapid-fire cannons, three 37-millimetre Hotchkiss revolving cannons, and four Gatlings; speed, 19.5 knots an hour; crew, 33 officers and 350 men; cost, \$1,609,745.71.





**CHARLESTON**—Twin-screw, steel, protected cruiser; 4,040 tons displacement; length, 312 feet; breadth, 46 feet; mean draft, 19 feet 7 inches; horse power, 6,606; main battery, two 8-inch and six 6-inch breech-loading rifles; secondary battery, four 6-pounder and two 3-pounder rapid-fire guns, two 1-pounder rapid-fire cannons, four 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 18.2 knots; crew, 20 officers and 280 men; cost, \$1,164,504.10.



MIANTONOMAH—Twin-screw, iron, double-turreted monitor; 3,990 tons displacement; length, 259 feet 6 inches; breadth, 55 feet 10 inches; mean draft, 14 feet 6 inches; horse power, 1,426; armor, 7 inches on sides and 11.5 inches on turrets; main battery, four 10-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, and two 1-pounder rapid-fire cannons; speed, 10.5 knots; crew, 13 officers and 136 men; cost, \$3,178,046.



**MONADNOCK**—Twin-screw, iron, double-turreted monitor; 3,990 tons displacement; length, 259 feet 6 inches; breadth, 55 feet 10 inches; mean draft, 14 feet 6 inches; horse power, 3,000; armor, 9 inches on sides, 7.5 inches on turrets and 11.5 inches on barbettes; main battery, four 10-inch breech-loading rifles and two 4-inch rapid-fire guns; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 37-millimetre Hotchkiss revolving cannons, and two 1-pounder rapid-fire cannons; speed, 14.5 knots; crew, 26 officers and 145 men; cost, \$3,178,046.



**TERROR**—Twin-screw, iron, double-turreted monitor; 3,990 tons displacement; length, 250 feet 6 inches; breadth, 55 feet 10 inches; mean draft, 14 feet 6 inches; horse power, 1,600; armor, 7 inches on sides and 11.5 inches on turrets; main battery, four 10-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two Gatlings and two 37-millimetre Hotchkiss revolving cannons; speed, 12 knots; crew, 15 officers and 136 men; cost, \$3,178,046.



**CINCINNATI**—Twin-screw, steel, protected cruiser; 3,183 tons displacement; length, 300 feet; breadth, 42 feet; mean draft, 18 feet; horse power, 10,000; main battery, ten 5-inch and one 6-inch rapid-fire guns; secondary battery, eight 6-pounder rapid-fire guns, two 1-pounder rapid-fire cannons and two Gatlings; speed, 19 knots; crew, 20 officers and 292 men; cost, \$1,100,000.



**MONTGOMERY**—Twin-screw, steel, unprotected cruiser; 2,079 tons displacement; length, 257 feet; breadth, 37 feet; mean draft, 14 feet 6 $\frac{1}{4}$  inches; horse power, 5,580; main battery, nine 5-inch rapid-fire guns; secondary battery, six 6-pounder rapid-fire guns, two 1-pounder rapid-fire cannons and two Gatlings; speed, 19.5 knots; crew, 20 officers and 254 men; cost, \$612,500.

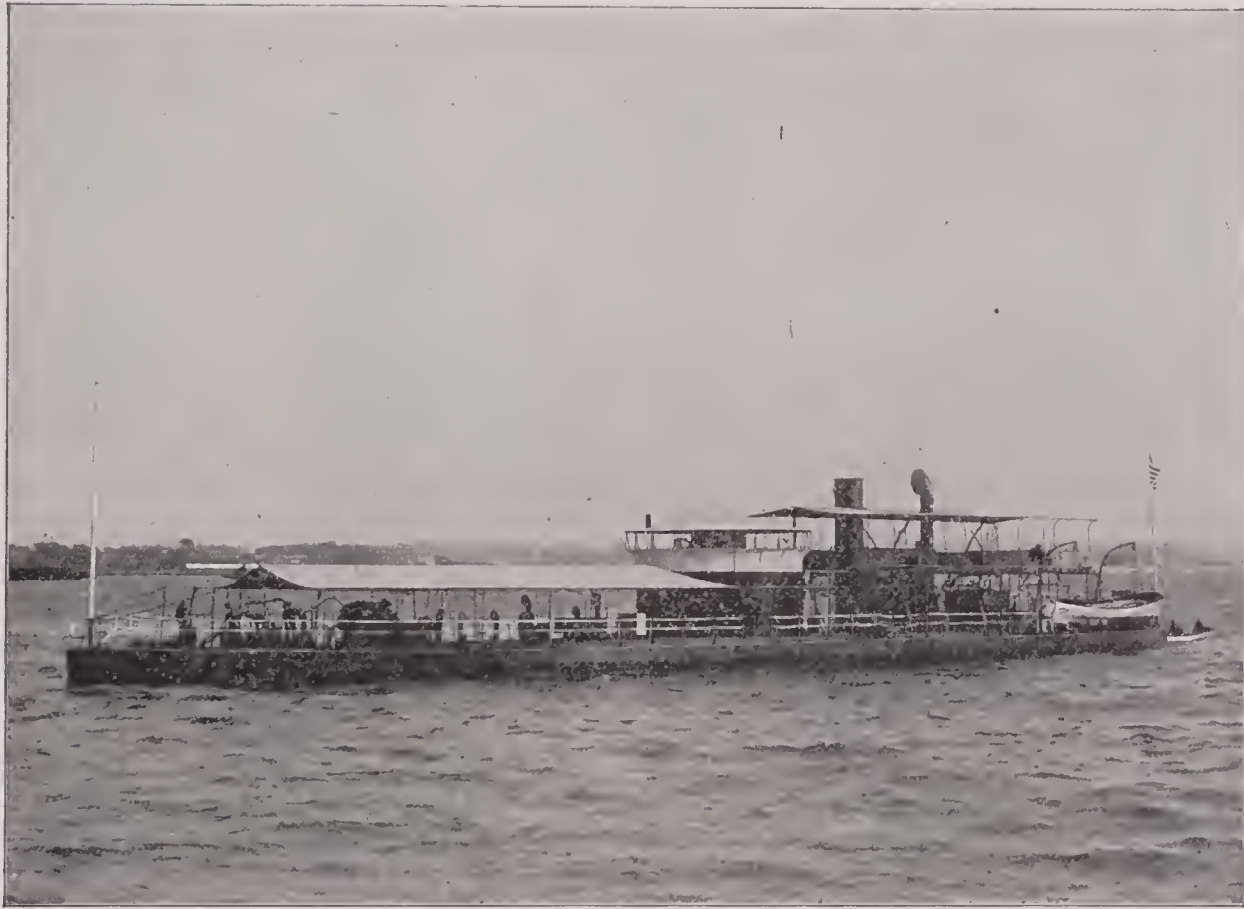


**ATLANTA**—Single screw, steel, protected cruiser; 3,189 tons displacement; length, 270 feet 3 inches; breadth, 42 feet; mean draft, 17 feet; horse power, 4,030; main battery, six 6-inch and two 8-inch breech-loading rifles; secondary battery, two 6-pounder and four 3-pounder rapid-fire guns, four 1-pounder rapid-fire cannons, two 47-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 15.6 knots; crew, 19 officers and 265 men; cost, \$805,711.64.



**MARBLEHEAD**—Twin-screw, steel, unprotected cruiser; 2,089 tons displacement; length, 257 feet; breadth, 37 feet; mean draft, 14 feet 7 inches; horse power, 5,451; armament, main battery, nine 5-inch rapid-fire guns; secondary battery, six 6-pounder rapid-fire guns, two 1-pounder rapid-fire cannons and two Gatlings; speed, 18.4 knots an hour; crew, 20 officers and 254 men; cost, \$674,000.





**NANTUCKET**—Iron, single-turreted monitor; coast defense; 1,875 tons displacement; horse power, 340; batteries, two 15-inch smooth bore guns; speed, 7 knots an hour; cost, \$408,091. The keel of this boat was laid in 1862. Loaned to North Carolina Naval Militia.



**BENNINGTON**—Twin-screw, steel, gunboat; 1,710 tons displacement; length, 230 feet; breadth, 36 feet; mean draft, 14 feet; horse power, 3,436; main battery, six 6-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 17.5 knots; crew, 16 officers and 181 men; cost, \$553,875 55-



**YORKTOWN**—Twin-screw, steel, gunboat; 1,710 tons displacement; length, 230 feet; breadth, 36 feet; mean draft, 14 feet; horse power, 3,392; armament, main battery, six 6-inch breech-loading rifles; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, two 37-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 16.14 knots; crew, 14 officers and 178 men; cost, \$455,000.



**PORTER**—Twin-screw, steel, torpedo boat; 180 tons displacement; length, 175 feet 9 inches; breadth, 17 feet; mean draft, 5 feet 6 inches; armament, four 1-pounder rapid-fire guns and three 18-inch Whitehead torpedo tubes; speed, 27.5 knots an hour; crew, 4 officers and 16 men; cost, \$147,000. The normal coal supply is nine tons.



**CUSHING**—Twin-screw, steel, torpedo boat; 105 tons displacement; length, 139 feet; breadth, 14 feet 3 inches; mean draft, 4 feet 11 inches; horse power, 1,720; armament, three 1-pounder rapid-fire guns and three 18-inch Whitehead torpedo tubes; speed, 22.5 knots; crew, 3 officers and 20 men; cost, \$82,750.



**HELENA**—Twin-screw, steel, light draft gunboat; 1,392 tons displacement; length, 250 feet 9 inches; breadth, 40 feet 1 $\frac{3}{8}$  inches; mean draft, 9 feet; horse power, 1,600; armament, main battery, eight 4-inch rapid-fire guns; secondary battery, four 6-pounder and four 1-pounder rapid-fire guns and two Gatlings; speed, 13 knots; crew, 10 officers and 160 men; cost, \$280,000.



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**DOLPHIN**—Single screw, steel, dispatch boat; 1,486 tons displacement; length, 240 feet; breadth, 32 feet; mean draft, 14 feet 3 inches; horse power, 2,253; armament, main battery, two 4-inch rapid-fire guns; secondary battery, two 6-pounder rapid-fire guns, two 47-millimetre Hotchkiss revolving cannons and two Gatlings; speed, 15.5 knots; crew, 7 officers and 108 men; cost, \$315,000.



**MACHIAS**—Twin-screw, steel, gunboat; 1,177 tons displacement; length, 204 feet; breadth, 32 feet; mean draft, 12 feet; horse power, 2,046; main battery, eight 4-inch rapid-fire guns; secondary battery, four 6-pounder and two 1-pounder rapid-fire guns; speed, 15.4 knots; crew, 11 officers and 143 men; cost, \$318,500.





**FERN**—Single screw, wooden, transport steamer; 1,840 tons displacement. This vessel is used at the North Atlantic station. At present it is attached to the squadron in Cuban waters.



**YANTIC**—Single screw, wooden, cruiser; 900 tons displacement; length, 179 feet 6 inches; breadth, 30 feet; horse power, 310; main battery, two 9-inch smooth-bore guns, one 8-inch muzzle-loading rifle and one 60-pounder rifle; secondary battery, one 12-pounder rapid-fire gun, one 3-pounder breech-loading Howitzer and one Gatling; speed, 8.3 knots; cost, \$206,262.93. The keel of this old navy vessel was laid in 1862.



**MINNESOTA**—The Minnesota has a displacement of 1,700 tons more than the Pensacola and a horse power of 1,000. It is a single screw, wooden cruiser of the old type and carries nine guns in the main battery. The naval militia of Massachusetts have it at their service. Besides being one of the largest wooden vessels in the United States navy it has done good service and used to delight the old time sailor with its formidable appearance.



**SARATOGA**—This is a wooden sailing ship with a displacement of 1,025 tons. When not in actual service it is used by the Public Marine school of Philadelphia. Sailing ships of this class are fast disappearing from the navies of the world, but for training the young apprentice into an able bodied man-o'-war's man there is no better school. In cases of emergency a well ordered, seaworthy, sailing vessel can be used to great advantage in many instances of strategic maneuvering.



**ANNAPOLIS**—Single screw, composite gunboat; 1,000 tons displacement; length, 168 feet; breadth, 36 feet; mean draft, 12 feet; horse power, 1,227; main battery, six 4-inch rapid-fire guns; secondary battery, four 6-pounder and two 1-pounder rapid-fire guns; speed, 12 knots; crew, 11 officers and 135 men; cost, \$230,000.



**NEW ORLEANS**—This fine protected cruiser was purchased by the United States from the government of Brazil. It was named by them the "Amazonas," and was built in England by the Armstrongs. The length is 330 feet; breadth, 43.75 feet; mean draft, 17 feet; displacement, 3,600 tons; horse power, 7,500; speed, 20 knots; coal capacity, 800 tons; armament, six 6-inch and four 4-inch breech-loaders, two 3-inch field guns, fifteen 6-pounders, eight 1-pounders, 4 Maxim automatic guns and three torpedo tubes. The deck is protected by armor from 1.2 to 3.5 inches in thickness. The crew will number about 350 men.

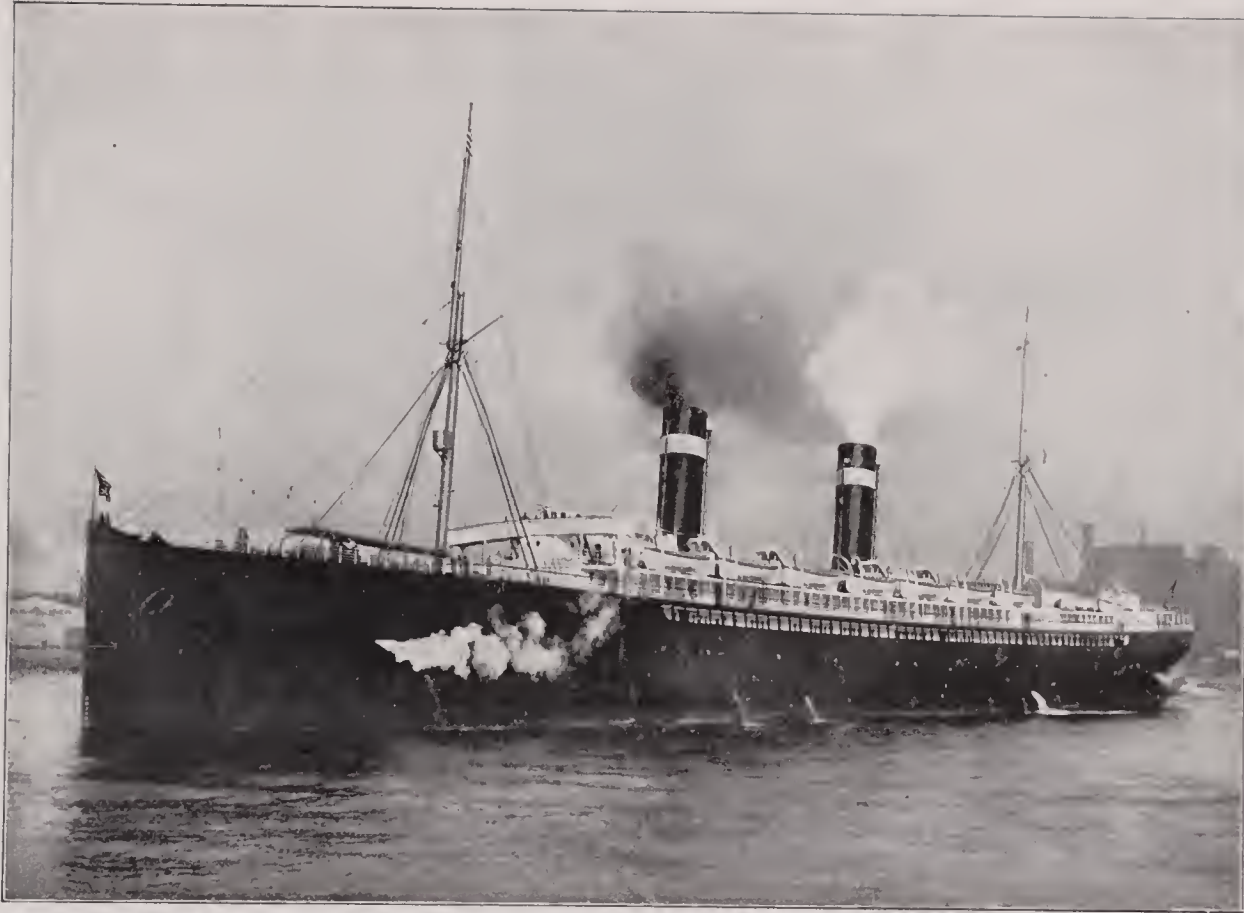


**YALE**—The career of the four auxiliary cruisers, St. Paul, St. Louis, Harvard and Yale (late Paris), will be especially interesting to the many people who have crossed the Atlantic in them when they were merely floating palaces. The Yale, like the Harvard, was built in Clydebank, Scotland, and was launched in 1889. Its length is 517 feet; breadth, 63 feet; depth, 22 feet, and the net tonnage is 5,468.37, while the gross tonnage is 11,668.70.



**ST. LOUIS**—The St. Louis is the sister ship to the St. Paul, which will be found on another page. It has the same gross tonnage, and a net tonnage of 5,893.73. The appointments of this Atlantic liner are quite as palatial as the St. Paul, but turning them into ships of war has changed their appearance considerably. The two ships were built in 1895 and both in Philadelphia. The length, breadth and depth are the same in each case. Both vessels are almost invaluable as auxiliary cruisers.





**ST. PAUL**—This magnificent Atlantic liner, which has been converted into an auxiliary cruiser, is of especial interest in consequence of Captain Charles D. Sigsbee, of the ill-fated *Maine*, being in command. The *St. Paul* was built in Philadelphia in 1895 and has a gross tonnage of 11,629.21. The net tonnage is 5,874.14. The length of the vessel is 535 feet 5 inches and the breadth 63 feet. Its depth is 26 feet 8 inches. The speed of the *St. Paul* will enable her to intercept any merchantmen afloat.



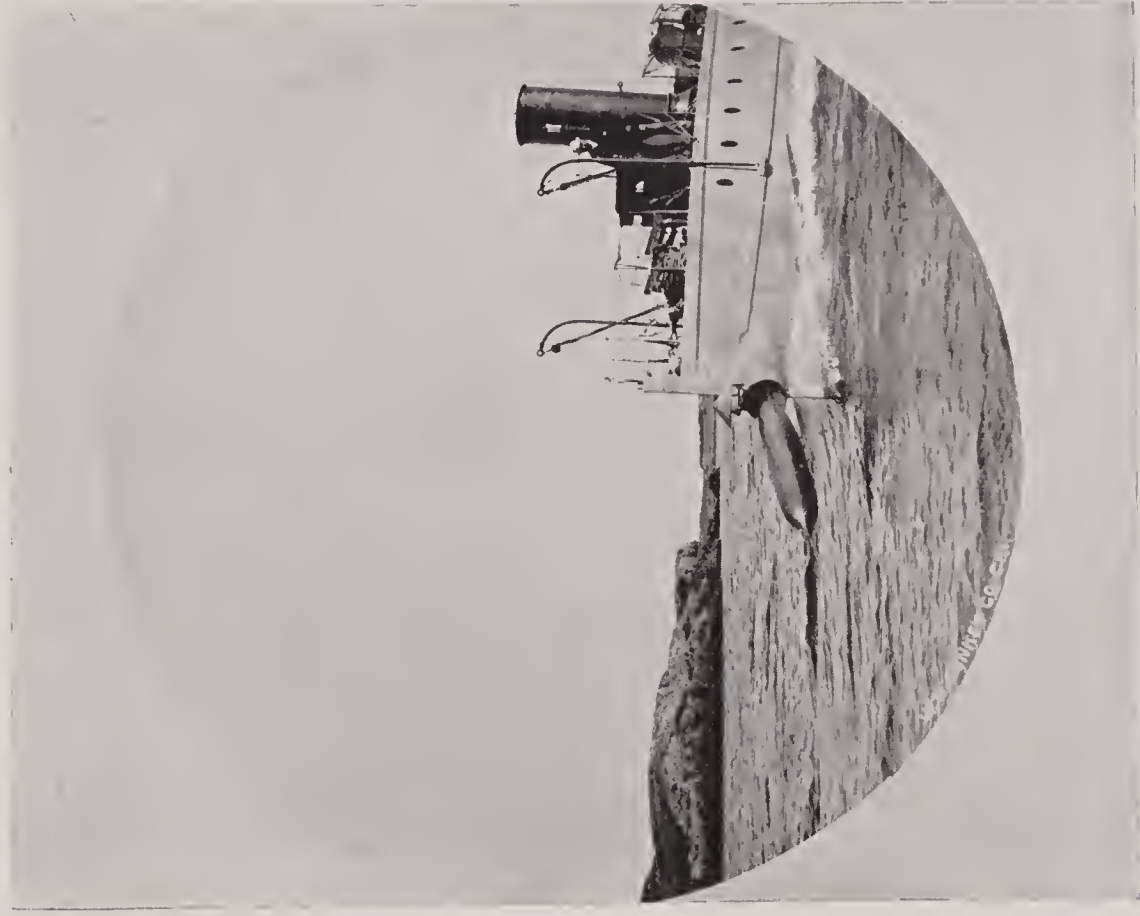
**STILETTO**—Single screw, wooden, torpedo boat; 31 tons displacement; length, 88 feet 6 inches; breadth, 11 feet; mean draft, 3 feet; horse power, 359; armament, six rapid-fire guns of small calibre; speed, 18.2 knots an hour; crew, 1 officer and 5 men; cost, \$25,000. The smallest vessel of this class in the United States navy.



**HARVARD**—This is the popular name under which the Atlantic liner, New York, will be known so long as it does duty as an auxiliary cruiser. Both the Harvard and her sister ship, the Yale (late Paris), are very fine, fast boats, and they make powerful additions to the United States navy. The gross tonnage is 11,674.18; net tonnage, 5,558.89; length, 517 feet; breadth, 63 feet; depth, 22 feet. The Harvard was built in 1888 in Clydebank, Scotland.



**BUFFALO**—The protected cruiser Buffalo was purchased from the Brazilian government, by whom it was known as the "Cruzador Nitheroy." With a horse power of 4,000, and a displacement of 7,030 tons, this vessel attains a speed of 19 knots an hour. The length is 400 feet; breadth, 48 feet, and the draft 22 feet. In the batteries there are four 7 to 10-inch and two 3-inch Armstrong guns; eight 6-pounder and ten 3-pounder rapid fire guns, with three torpedo tubes. The vessel carries 30 officers and 300 men.



**FIRED FROM THE BOW TUBE**—Here the torpedo is being discharged from a tube in the bow of the Stiletto. The torpedoes are fired by contact, and the gearing, attached to shafts, alters the pitch of the screws in proportion as the speed of the fly wheel decreases. The series of photographs of torpedo discharges from the Stiletto have been reproduced in consequence of the special interest attaching to the boat, which is the smallest vessel of this class in the United States navy.



**STILETTO**—This is a photograph of the smart little torpedo boat, taken during a review at Hampton Roads. Great things may be expected of this small craft if the crew of one officer and five men get an opportunity to prove their skillfulness in maneuvering. Full details of the Stiletto, with a photograph, will be found on another page.



**HOLLAND**—A newly invented submarine torpedo boat. Length, 55 feet; diameter,  $10\frac{1}{4}$  feet; 75 tons displacement; hull made of steel. Motive power, gas engine at surface of water and motor, run by storage batteries, when boat is submerged. The offensive powers of the Holland are far greater than those of any other engine of war, whether ashore or afloat; that is, considering her size and methods of attack. The conning tower is the only part exposed when attacking the enemy. The mechanism is so ingenious and the projectiles so deadly that naval authorities are anxious to see the Holland in an engagement.



**OFF GRANT'S TOMB**—The *Indiana* in the foreground and the *New York* to the right are both in gala dress. The smaller vessel away in the right background is the *Dolphin*, government dispatch boat, which is also decorated. The three vessels are at anchor off Riverside, New York, and Grant's Tomb, which is a patriotic tribute to the famous hero, can be seen rising in all its glory and magnificence—a monumental record of a free people's true appreciation of bravery and skill.





**BANCROFT**—Twin-screw, steel, gunboat; 832 tons displacement; length, 187 feet 6 inches; breadth, 32 feet; mean draft, 11 feet 6 inches; horse power, 1,213; main battery, four 4-inch rapid-fire guns; secondary battery, two 6-pounder and two 3-pounder rapid-fire guns, one 1-pounder rapid-fire cannon, one 37-millimetre Hotchkiss revolving cannon and one Gatling; speed, 14.3 knots; crew, 10 officers and 120 men; cost, \$297,360.17. This is a practice vessel for naval cadets.



**LANCASTER**—Single screw, wooden cruiser; 3,290 tons displacement; length, 235 feet 8 inches; breadth, 46 feet; horse power, 733; speed, 9.6 knots; main battery, 12 guns. This is one of the old navy vessels, the keel having been laid in 1857. Cost, \$668,769.



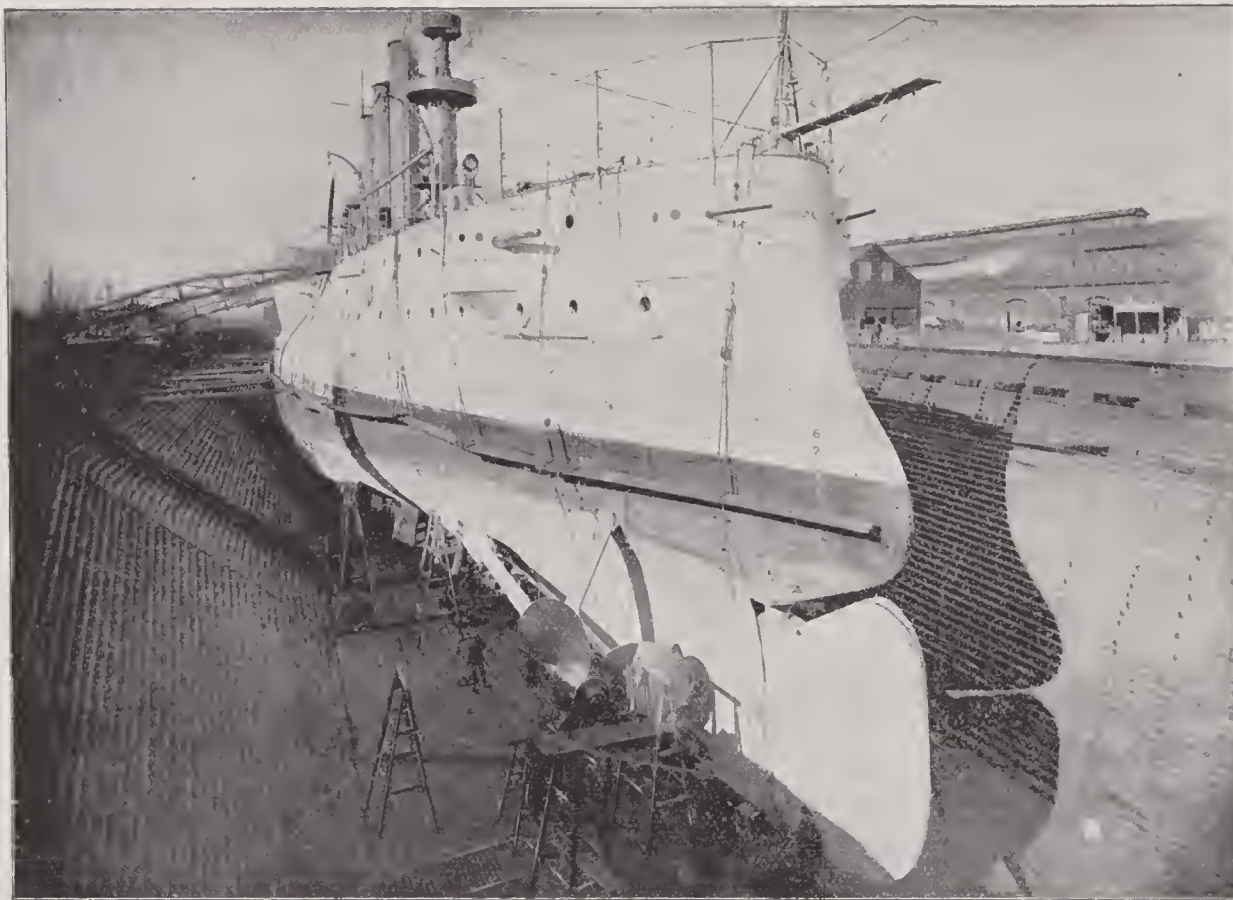
**RICHMOND**—A single screw, wooden ship, with a displacement of 2,700 tons. Horse power, 692. This vessel is in service as the receiving ship at League Island. It carries two guns in the main battery. The other receiving ships are the Franklin at Norfolk, the Wabash at Boston, the Vermont at New York and the Independence at Mare Island. The respective stations, however, may be changed during war times.



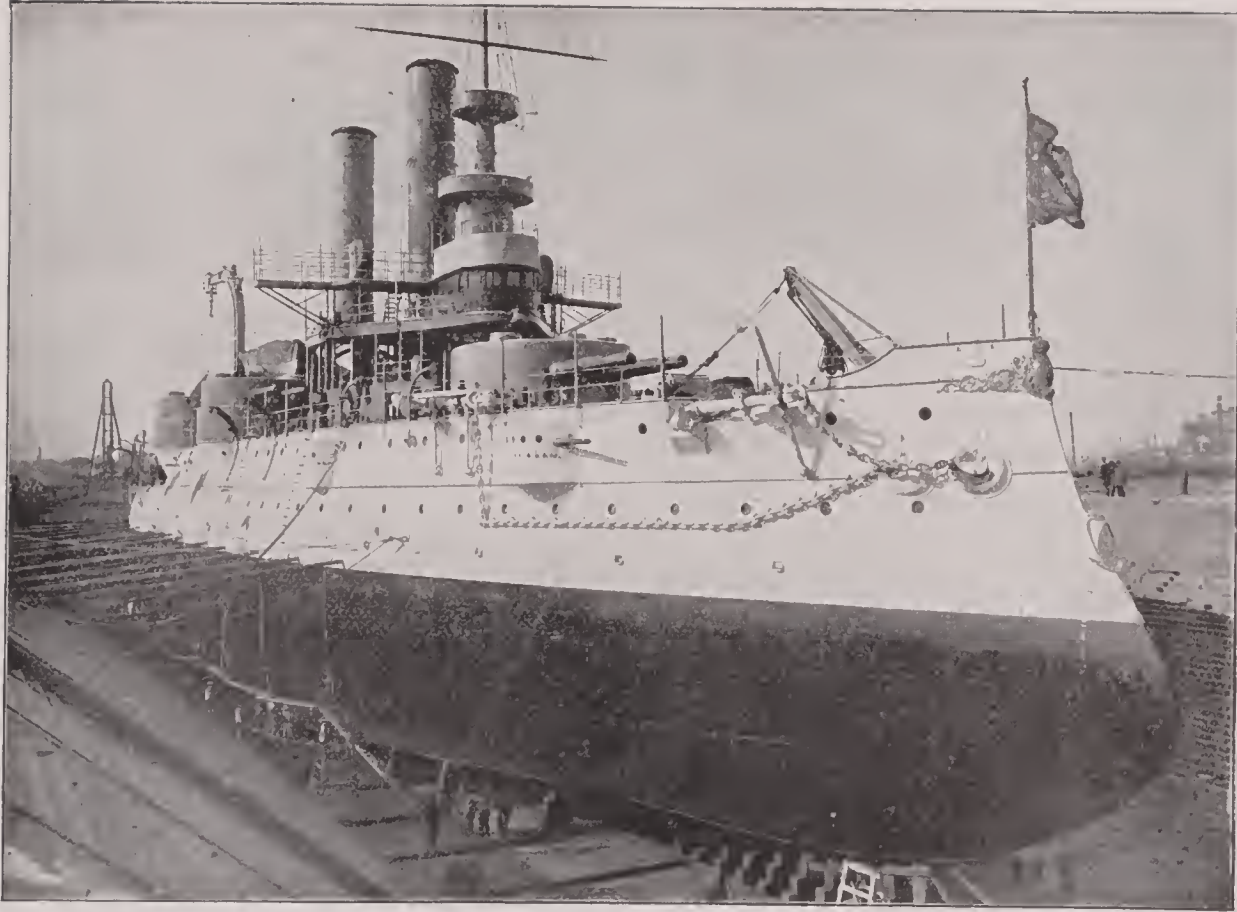
**ST. MARY'S**—The St. Mary's is of the same tonnage and description as the Saratoga, and is used as a school ship by the Public Marine school of New York, when not in actual service. Although the main duties aboard the modern warship are very unlike the old time duties aboard vessels of this type, all countries realize the advantage of training their seamen on sailing ships, as it lays a foundation that will always be valuable in the making of heroes.



**NEW HAMPSHIRE**—This fine old wooden sailing ship has a displacement of 4,150 tons, and carries six guns in the main battery. It is used by the naval militia at New York. Many an old salt used to shake his head in sorrow when he saw such stately craft as this giving way to up-to-date armored battleships, but recent events have taught him that his affections must be transferred to the armored cruiser and the modern man-o'-war.



**BROOKLYN IN DRY DOCK**—By means of this photograph one can easily get a correct impression of the peculiar proportions and contour of one of the United States first-class, steel, twin screw, protected cruisers. This magnificent sea monster is having a few finishing touches bestowed upon it prior to its departure for duty, which may either crown it with honor without soiling the paint or send it to the bottom of an angry ocean. The only vessels that can overtake the Brooklyn are the triple screw, unarmored cruisers *Minneapolis* and *Columbia*, and hostile vessels of this class will be more anxious to keep out of range of her guns.



**IOWA IN DRY DOCK**—This picture will enable a contrast to be made between the contour of the first-class battleship above and the armored cruiser Brooklyn, which was also photographed in dry dock and is reproduced on another page.



**PENSACOLA SALUTING**—Naval etiquette is not only extremely picturesque, but it is attended to with the utmost care. In times of peace the principal duties of a man-of-war are to exhibit strength to foreign nations in as charming a manner and with as much politeness as a diplomat.

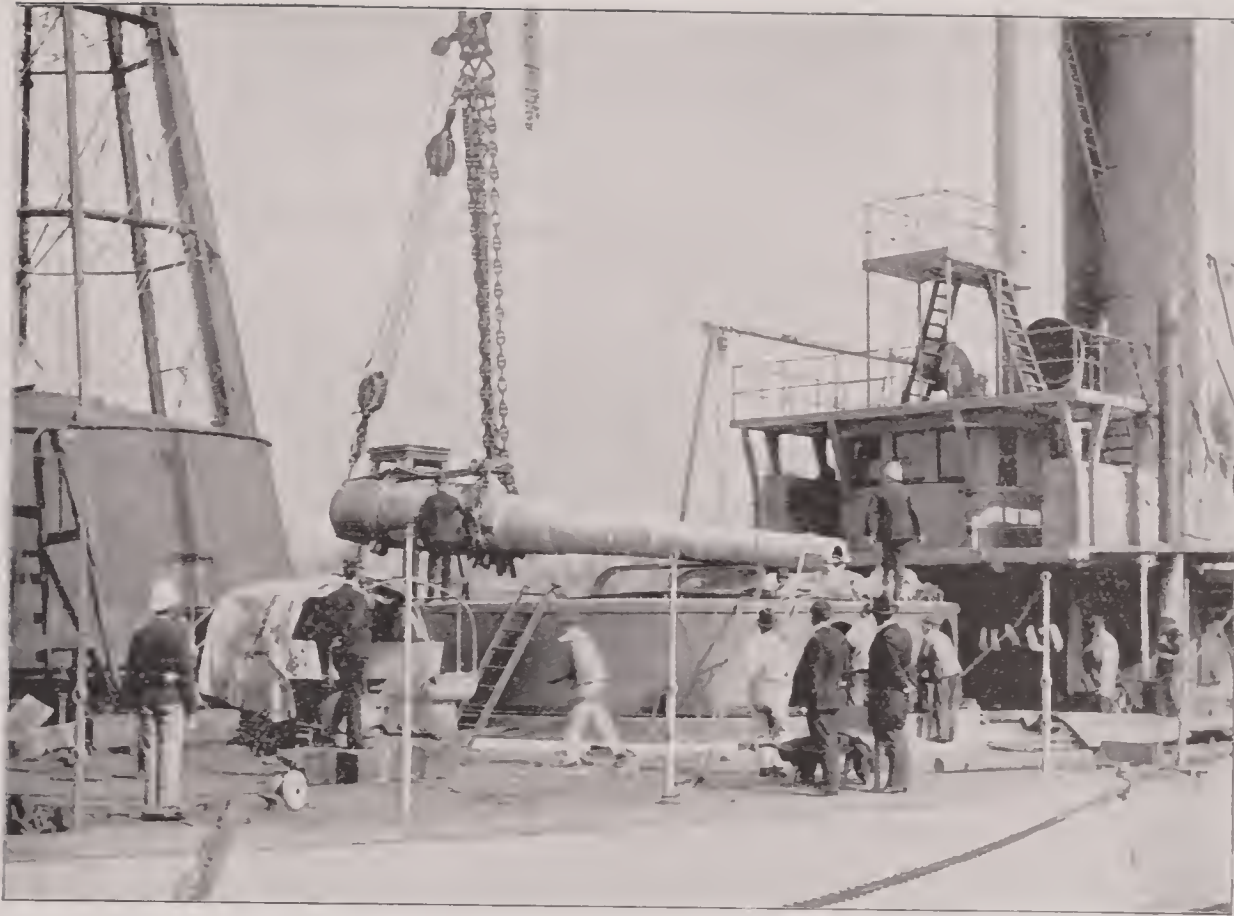




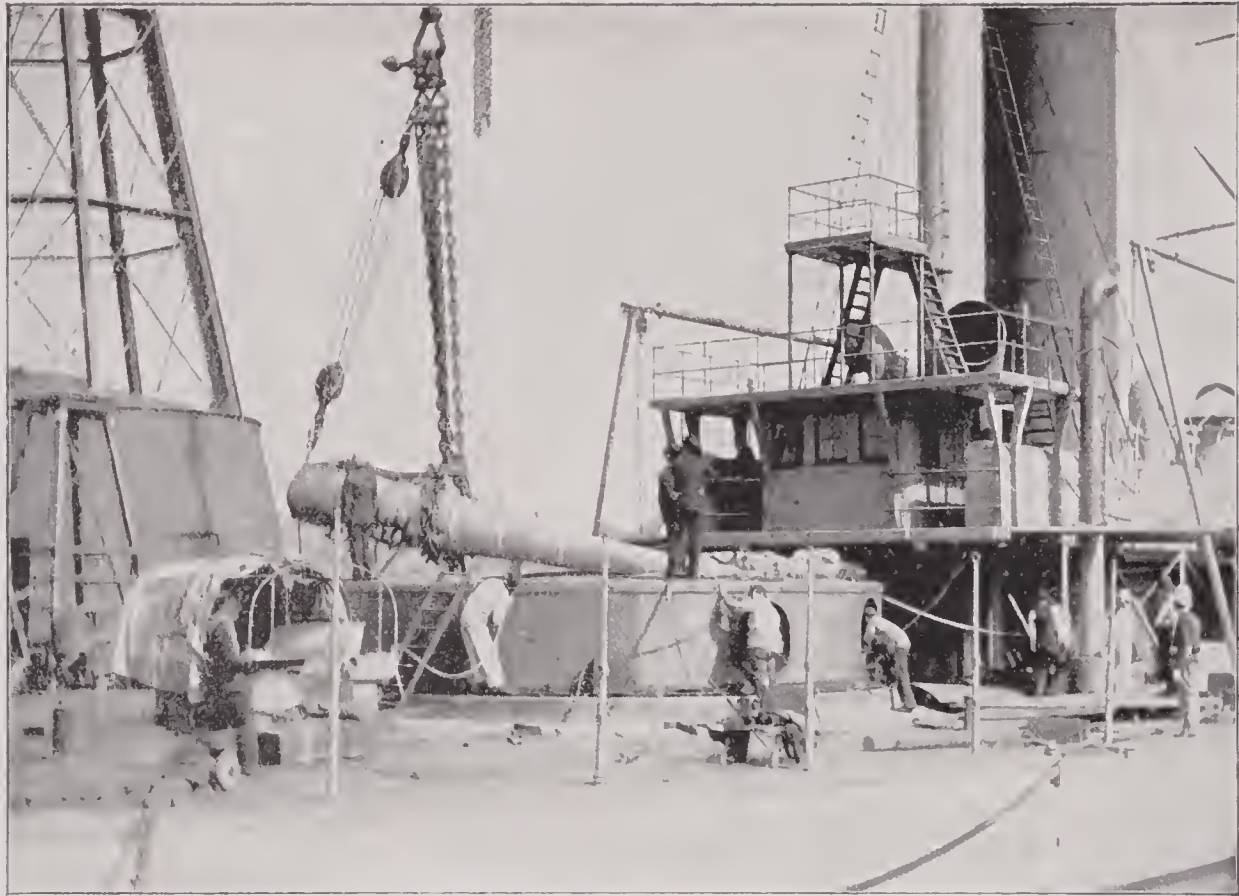
**HOTCHKISS RAPID-FIRE GUN**—The 1-pounder Hotchkiss rapid-fire gun is made of all steel. Weight, 120 pounds; total length, 62 inches; greatest diameter of gun body, 4.72 inches; weight of cartridge complete, 1.5 pounds; weight of shell, 1 pound; weight of charge, 2.8 ounces; initial velocity, 1,319 feet; range at 40 degrees elevation,  $2\frac{1}{8}$  miles. It is composed of a central tube, jacket and locking ring. The twist of rifling is uniform; angle of rifling, 6 degrees; and the number of grooves is twelve.



**MUSTER**—Here the ship's company is mustering for the inspection about to take place. Any one having seen this duty aboard a man-of-war will appreciate the charm of discipline, even to the smallest detail. The act of mustering is to bring the men together into a group or groups for the purpose of inspection. It is also done when special duties are in request. To muster the watch is to call the roll of the men in a watch.



**PLACING A GUN IN THE TURRET OF A MONITOR**—The difficulty of getting eight to twelve inch guns in position can be readily imagined by those who have not seen the actual performance. They are balanced with clock work accuracy, upon which the safety of the vessel largely depends during an engagement. The terrific force of a discharge from one of these weighty monsters would be more likely to injure the ship that carries it than the enemy, if it were not for the great mathematical precision exercised in placing them.



**LOWERING A GUN INTO THE TURRET OF A MONITOR**—The above is a photograph of the same gun previously shown. Here the mouth of the gun is being gradually worked into the opening prepared for it, where it will belch forth fire and destruction for everything that comes within reach of its deadly missiles. The enormous expense of every shot fired from weapons of this kind precludes the possibility of very much practice in marksmanship, but recent events have proved that the United States navy is not lacking in men who can shoot in dangerous proximity to the bull's-eye even when they fail to hit it.



**READY TO LOWER**—The third of the series of photographs showing the process of placing large guns aboard a monitor. Having gotten the partly suspended gun at the correct angle the order is given to lower it to the sockets and rests prepared, when the greatest difficulty is overcome and the smaller details are proceeded with. In a very short time the cumbersome weapon is working with oily smoothness and fully prepared to spit defiance in the face of any and every enemy—excepting submarine mines.



**CAPTAIN AND OFFICERS OF THE ARMORED CRUISER BROOKLYN**—Captain F. A. Cooke, besides having a first-class fighting ship in his charge, is chief of a handsome crew of 515 men and 46 officers. The lieutenant-commander is N. E. Mason, with Lieutenants H. McCrear, W. R. Rush, F. R. Brainard and J. G. Doyle. The surgeon is W. S. Dixon; paymaster, I. G. Hobbs; chief engineer, J. D. Ford, and the chaplain is Rev. A. A. McAlister.



**THE OFFICERS OF THE CHICAGO**—The protected cruiser known as the Chicago makes a very fine showing of officers, and with the 376 men carried she has a full complement of fighting men who are a credit to the handsome ship. Full particulars and photograph of the Chicago, which has a bunker capacity of 832 tons, will be found on another page of this portfolio. Her engines are twin-screw, compound, overhead beam.



**DIVINE SERVICE ON THE UNITED STATES BATTLESHIP TEXAS**—Divine service aboard a man-of-war is carried on with all the solemnity befitting such an occasion. The men are generally good listeners and their robust voices swell the sounds of sacred song in a way that would warm the hearts of the most respectable congregation.





**SHIP'S COMPANY ON THE PROTECTED CRUISER BALTIMORE**—The full complement of the Baltimore's crew is 36 officers and 350 men. This is not counting the mascot, which seems to have taken a great dislike to the camera, as it requires three of the crew to hold the horned quadruped in anything like a presentable condition.



**GUN DECK**—The deck on which the guns are carried is known as the gun deck and is situated below the spar deck. When there are two gun decks the upper one is called the main deck and the other the lower gun deck. Sometimes there are three and the third one is then named the middle gun deck. The first thing that attracts one's notice when the gun deck is visited is the perfect cleanliness and tidiness everywhere visible. This is true of all parts of a man-of-war, but the clumsy appurtenances of a gun deck would almost seem to excuse a little dust.



**SPAR DECK OF THE PROTECTED CRUISER CHICAGO**—The upper deck of the vessel is known as the spar deck. This is particularly so in a frigate. The deck, which is continued in a straight line from the quarter deck to the forecastle, gives it the name in consequence of spare spars usually being placed there. Sometimes, however, a light deck which is fitted over the upper deck is referred to as the spar deck. The photograph itself clearly shows what is known as the spar deck aboard a man-of-war.



**GUNNERY PRACTICE ON A UNITED STATES TRAINING SHIP**—The use of enormous guns aboard battleships does not consist of merely "spotting" a target and "letting fly." The science of gunnery consists of a special knowledge of atmospheric resistance, the velocity of projectiles, the range and effect, according to form and size of guns and projectiles, size and quality of charge, and a correct estimate of elevation. A good marksman is of necessity a scientist; and even more exactness is required than in handling the tenderest fowling-piece.



**RALLY ON THE FLAG**—This is how the boys are trained aboard ship to rally around the stars and stripes in time of danger, but modern warfare seldom reaches a hand to hand conflict as depicted above. The rallying point is oftentimes the winning stage in a fight. Probably the struggle has been fast and furious, and the fighters are scattered and breathless. Then, suddenly, the standard is waved aloft, the sign is given, and every man concentrates his energies in defense of the flag, which, after this final struggle, shall either wave in victory or be trampled on by the victors.



**SWORD PRACTICE ON THE MAINE**—Some of the boys on the Maine were very skillful with the weapons, and the survivors of the unlooked-for destruction of the battleship will probably draw a simile from the words of Cowper:

“No skill in swordsmanship, however just,  
Can be secure against a madman’s thrust.”

So with the loss of the Maine. It was not destroyed in fair fight, but by the mad act of a criminal.



**REVOLVER PRACTICE ABOARD THE MAINE**—One of the most popular drills aboard the Maine was firing at a target with the new model navy revolvers. One rank kneels to fire, while the rank behind fires over the heads of those in front. When a detachment of sailors is sent ashore to do guard duty, a mob of excited people can be easily repulsed by a score of Jack Tars armed with serviceable revolvers. For actual service aboard ship they are of little if any value, but to protect a consulate or other similar duties ashore they are quite indispensable.



**OFFICERS OF THE DOLPHIN**—The officers of the dispatch boat Dolphin have a mascot in the shape of an animal that has been the pet of sailors from time immemorial. A mischievous monkey aboard ship is always a source of fun for the average seafaring man, and maybe the monkey in the picture gets as much fun out of the sailors. Nautical expressions frequently consist of names that honor the Simian tribes, such as monkey-boat, monkey-block, monkey-gaff, monkey-rail, etc.





**OFFICERS OF THE ATLANTA**—The protected cruiser Atlanta carries 265 men, which the officers shown above are anxious to lead to the victory which every man is willing to spend his life's blood for, fighting in the cause of humanity and with the talismanic battle cry, "Remember the Maine."



**APPRENTICES**—This is the material that is trained to make naval heroes, and the smiling group shown above is a fair type of all the apprentices aboard American warships. The photograph was taken on the Brooklyn.



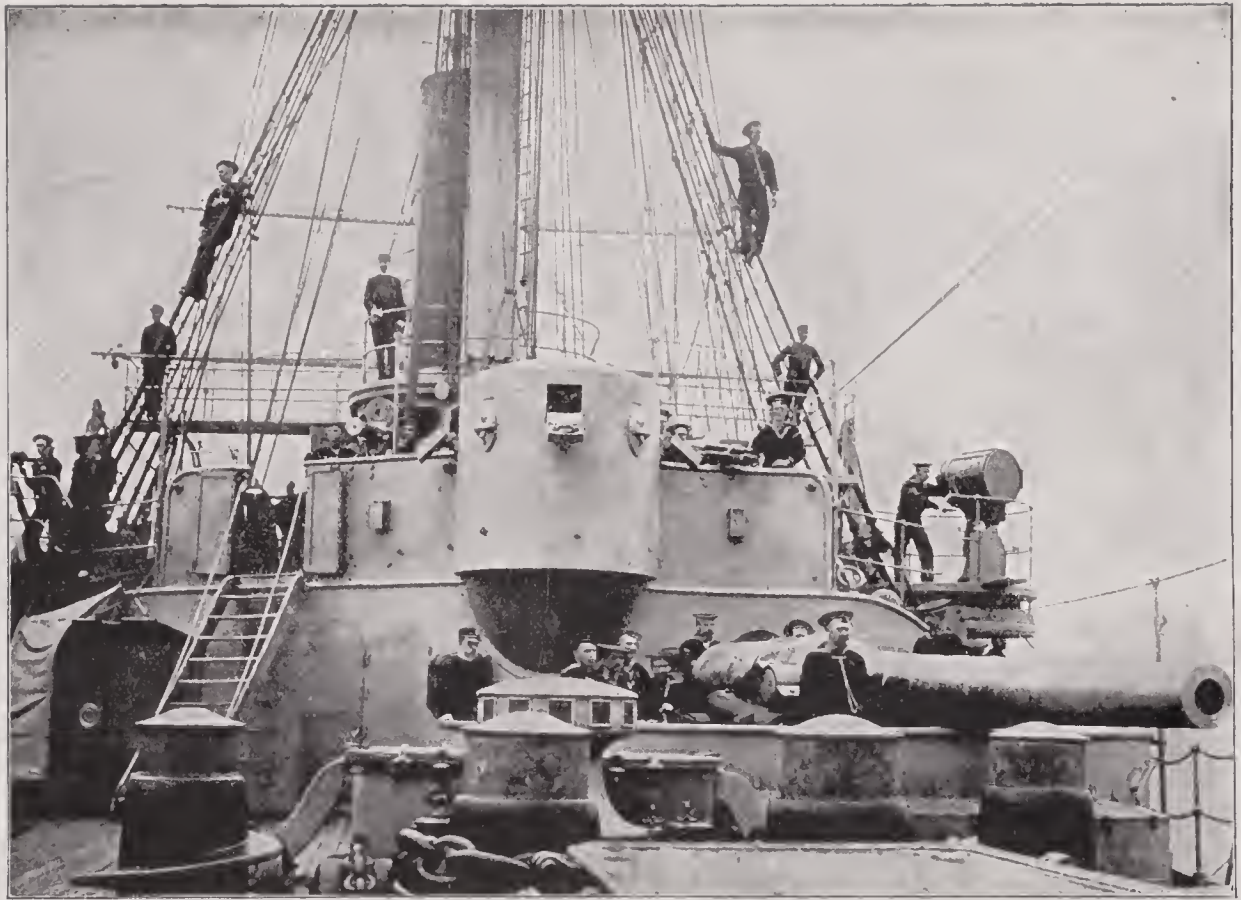
**APPRENTICES ON BOARD THE ATLANTA**—During apprenticeship aboard a man-of-war the boys are either molded into good seamen or taught that a seafaring life is not suited to them. It is not always an easy life by any means, but a healthy boy gets a large amount of fun out of it.



**QUARTERS**—This is a representative picture of a regular duty aboard every man-of-war. The boy to the right is sounding on his drum the last call to quarters, and every man is at his post with "attention" plainly depicted on every feature. Anything in the way of untidiness seldom escapes the disciplinary gaze of the inspectors who set an example of neatness that must be strictly followed. With spotlessly clean decks, highly polished rails, white painted fixtures shining in the sunlight, the marines in full uniform and the nimble Jack Tars in full dress, inspection aboard a battleship is a never forgotten picture.



**QUARTERS**—Another view of quarters aboard ship. Each company is subject to independent control, yet the uniformity of the whole crew during the drill is particularly interesting to the onlooker. To be more specific, quarters means the proper stations of officers and crew on board a man-of-war when it is in battle, in exercise, or during inspection.



**FORECASTLE OF THE PROTECTED CRUISER BOSTON**—The gun crews are at their posts, the officers are on the alert, the lookout men are stationed aloft, the guns are ready to fire—every one aboard is prepared for an emergency. An attack from a torpedo boat is expected, and the lookout is as keen as ever it can be, as so much depends upon sighting the enemy in time to intercept him with a shot, lest the terror of battleships creep up, do its deadly work, and steal away without a scratch.



**INTERIOR OF TURRET**—These are thirteen-inch guns in a turret of the first-class battleship Massachusetts. The neatness and cleanliness that are compulsory aboard a battleship are in no part of the vessel better exemplified than in the turrets where the monster instruments of destruction are situated. Not only does the machinery work with clock-like accuracy, but it is kept as clean as a watch.



**QUARTERS**—This means the respective stations of a ship's company in time of exercise or action. It is a duty that is strictly attended to aboard United States warships. In the scene depicted above the ship's crew have just assembled for inspection.





**MARINE GUARD OF THE ENTERPRISE**—It was about two centuries ago that a body of marines was first instituted. Experience had taught the naval authorities in England that it would be very desirable to have a body of men, trained to do duty ashore, at the service of the fleet in aggressive movements; and the sea-soldiers have been increasing in favor ever since. The regular Jack Tar whose duty is afloat all the time is not so fitted for movements on land as the sea-soldier who has received a sound military training. Hence the marines have become of great account.



**SHIP'S COMPANY**—The ship's company of a first-class modern battleship is generally representative of the best brain and muscle to be found anywhere on the face of the earth. In addition to this, discipline, hardships and health combine to make these men the most companionable, generous hearted fellows imaginable. There is no room for meanness or snobbishness in a ship's company. If a young man with any such weakness gets aboard he either quits the weakness or else the ship. The brave fellows aboard ship have a more humanizing influence than all the life of all the cities in Christendom.



**SINGING SCHOOL ON THE NEW HAMPSHIRE**—With the masters keeping strict order and the singing instructor in full control; with the boys in their duck suits and the decks of the old sailing ship spotlessly clean, one can cheerfully imagine himself among the apprentices on board this vessel, listening to their robust voices as they combine in a volume of melody which makes the timbers reverberate with joyous song. Good training, health, physical development and a cheerful disposition make the lot of an American sailor.



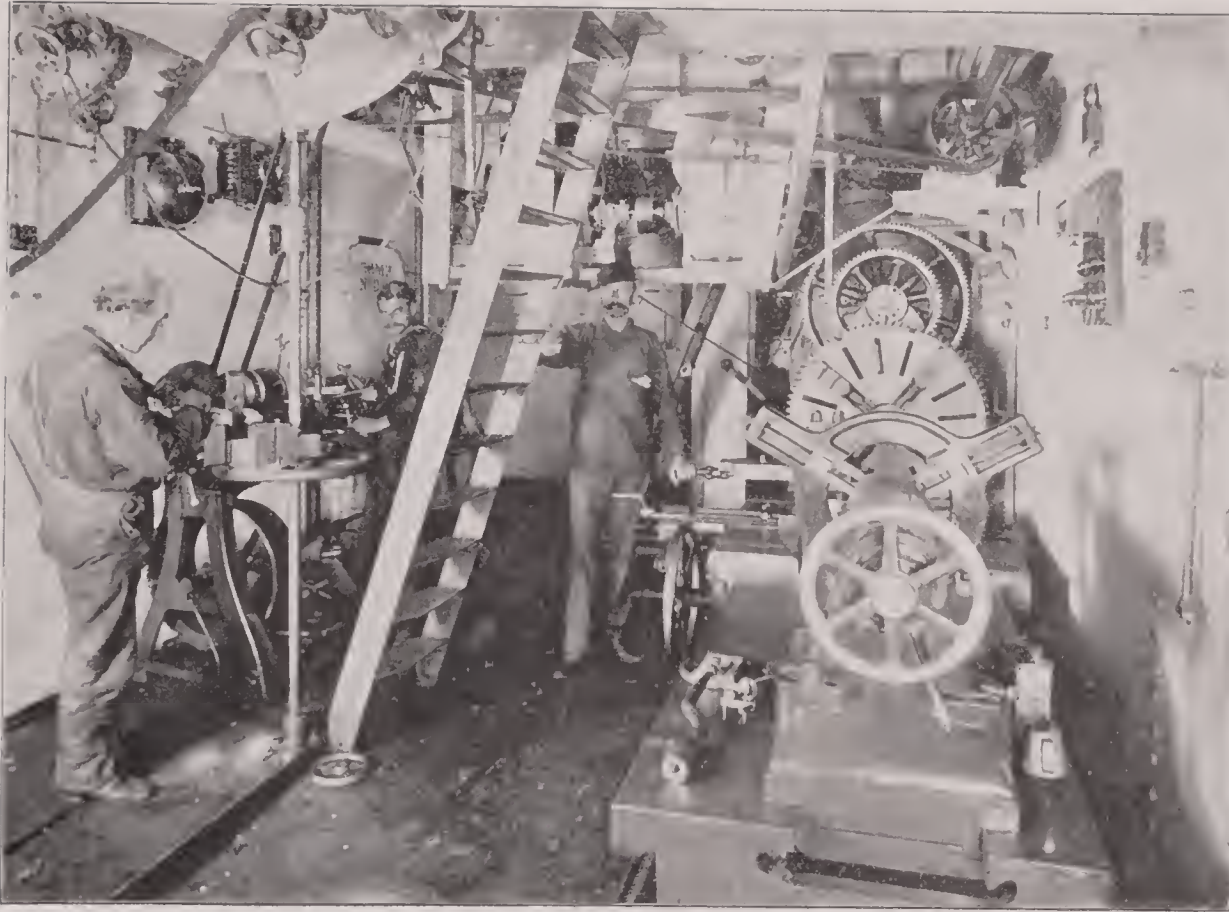
**SHIP'S COMPANY AT QUARTERS**—The inspections aboard ship are as strictly formal and orderly as the most magnificent reviews held anywhere. At quarters every man must appear at his best, and the American sailor has well earned a character for smartness. When this photograph was taken the officers permitted the whole ship's company to face about for the picture.



**MORNING INSPECTION**—With the sailors and the marines lined up at each side of the ship the inspecting officer walks up and down in front of the men, gives his instructions, passes comment, and, without any apparent examination, takes in at a glance any little defect or negligence that the average landsman would not discover with a microscope. Some people may, at times, be disposed to criticise the severity of the discipline aboard ship, but the best disciplined man makes the best master, and all our naval officers have been through a course of it.



**FIRE ROOM OF A UNITED STATES MONITOR**—There is probably no more trying situation aboard ship than duty in the fire room. The heat is always very severe, even in the best ventilated ships of the navy, and it is seldom that the men on duty can wear any covering on the upper part of their bodies.

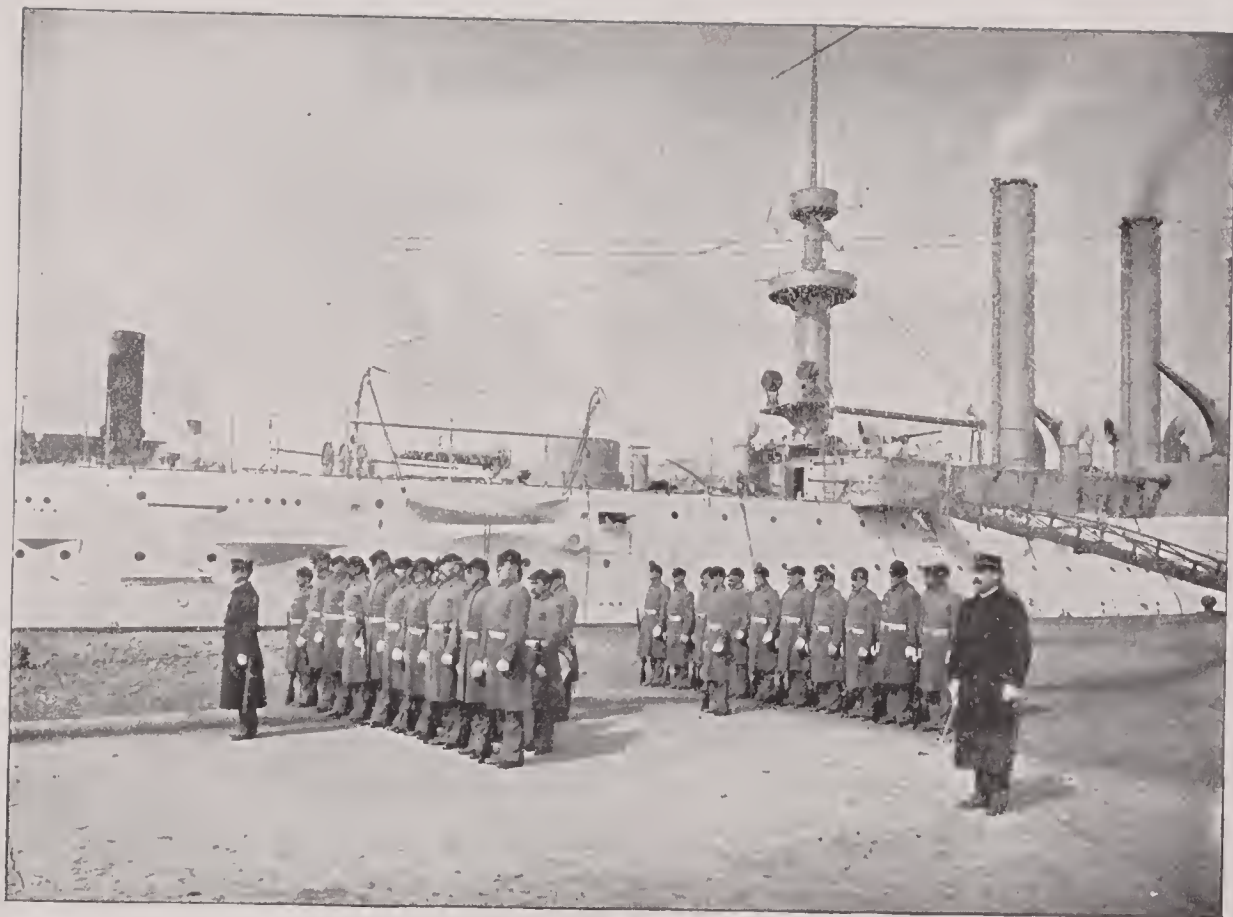


**MACHINE SHOP ON THE NEW YORK**—The machine shop of a modern man-of-war not only requires the attention of clever mechanics, but the intricacies and mass of mechanical contrivances are enough to develop a genius. There is no machine shop on land where better work is done, and there are very few better mechanics than the average man aboard a battleship. It is needless to add that the very best tools and the most modern contrivances are in constant use, while the appointments are as near perfection as possible.



**MARINE GUARD OF THE COLUMBIA**—Vessels of the Columbia type are specially fitted to overhaul and destroy the merchant vessels of an enemy and to keep out of the way of armored cruisers and battleships. Their great speed enables them to do this, although their fighting power is superior to that of armed merchant liners when in use as auxiliary cruisers. A smart body of marines like the above are found to be almost indispensable aboard such vessels. They get a considerable knowledge of navigation, and could even be trusted, at times, to navigate a prize into port almost as readily as our much beloved Jack Tars.





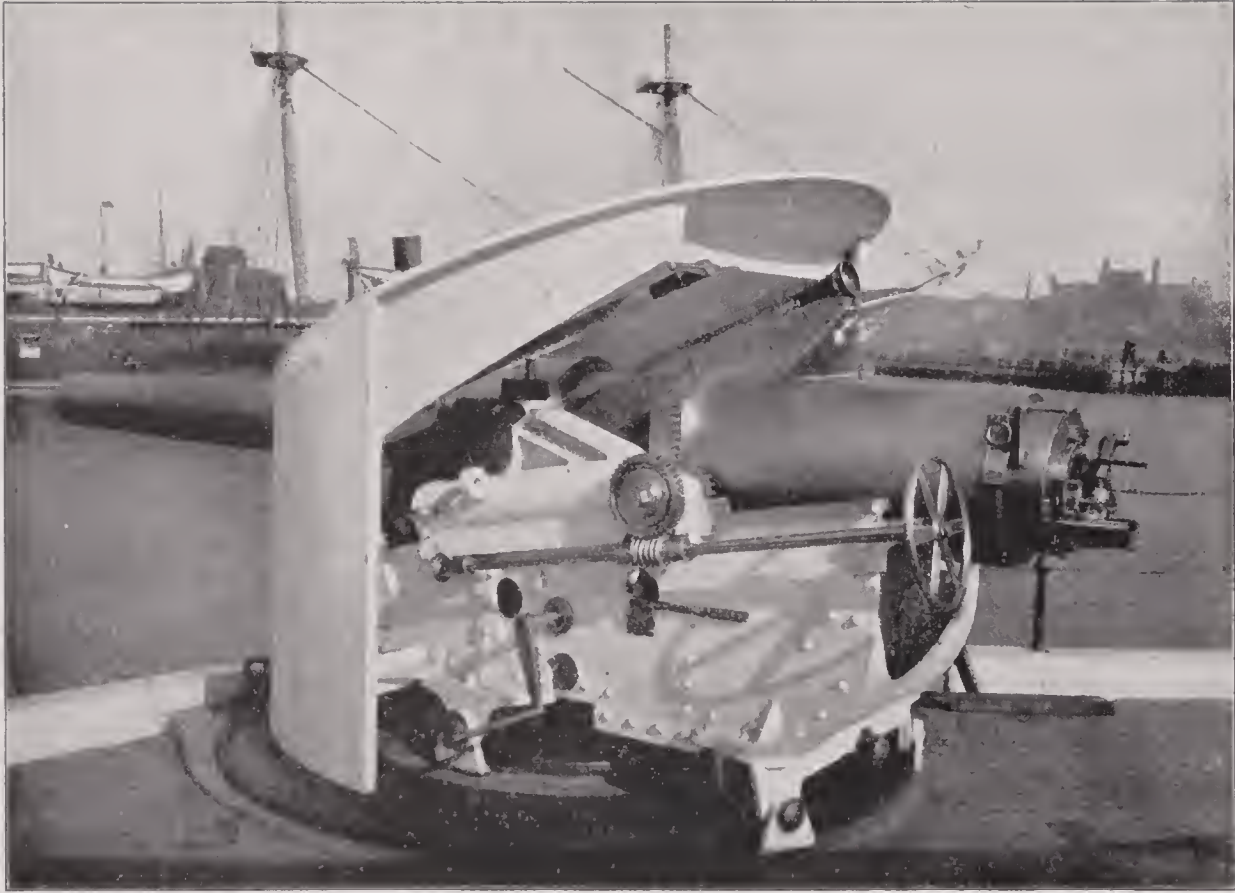
**MARINES**--These men are from the Brooklyn, which is moored alongside. They are forming a column of sections, known as company drill. No opportunity for land drills is missed when a ship is in harbor.



**EIGHT-INCH RIFLE PRACTICE**—Everything is ready for the marksman, whose sign is awaited with silent attention. As soon as he has satisfied himself that all is well, he either motions with his hand or speaks the word that sends the 250-pound projectile to its destination. The shell of an 8-inch breech-loading rifle will perforate steel of 15.51 inches thickness at the muzzle, and 12.36 inches thick at 1,500 yards.



**EIGHT-INCH RIFLE AND CREW ABOARD THE COLUMBIA**—In less seconds than there are men in this picture every member of the crew could be at his post ready for a shot to be fired. During an engagement gun crews are so occupied with the various duties in connection with their own particular guns that they oftentimes remain ignorant of the damage done to either side in a fight, until a halt is cried, when it may happen that they will even discover wounds on themselves which were unnoticed during the excitement of strict attention to duty.



**BREECH-LOADING RIFLE**—The 8-inch breech-loading rifle has a weight of 13.1 tons; total length, 25.4 feet; greatest diameter, 28.75 inches; total length of bore, 290.5 inches; number of grooves, 32; weight of charge, 105 to 115 pounds of brown prismatic powder; weight of projectile, 250 pounds. The thickness of steel which the shell will perforate at the muzzle of the gun is 15.51 inches, and at 1,500 yards, 12.36 inches.



**TWELVE-INCH BREECH-LOADING RIFLE**—The photograph shows the gun mounted on shore for the purpose of testing. The weight of one shot from this weapon is 350 pounds. Guns of this description are built upon the principles of varying elasticity and initial tension, and are composed of a tube, jacket hoops, chase hoops and locking hoops.



**SIX-INCH GUN AND CREW**—It must not be supposed that these men have grasped the things that first came to hand. Each one is so trained that before the officer has finished the word of command he has taken his position as indicated in the photograph. There was no posing for this photograph. It was merely a matter of seconds. Each gun has its own crew and each member of the crew has his stated duty. The marksman is the main factor, and the other members of the crew attend to their respective details like the smaller wheels of a clock.



**GUNNERS OF THE MASSACHUSETTS**—So long as the warships of the United States are manned by seamen like the above the country has very little to fear except from submarine mines and overwhelming odds. The Massachusetts is one of the finest of the first-class battleships and carries a very large number of guns, including four giant 13-inch. The men in the group here shown are fair representatives of the crew of 441 in addition to 32 officers.

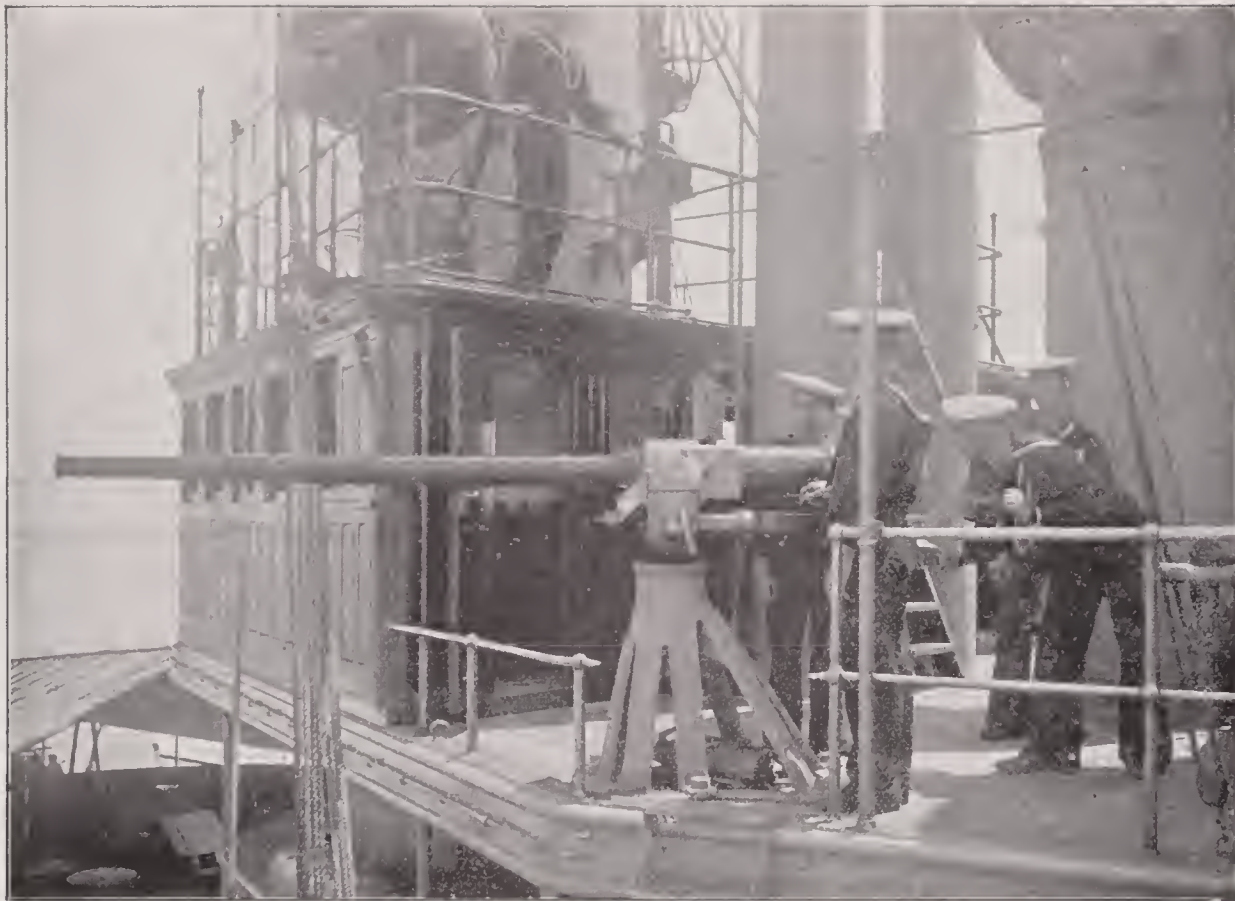


**MARINE GUARD OF THE BROOKLYN**—The kneeling position of the men is a phase of marine guard drill which is very frequently of great value in actual warfare.





UNITED STATES MARINE CORPS—A finer body of men could not be wished for, either aboard ship or field maneuvering. Colonel Charles Heywood is the commandant.



**SIX-INCH BREECH-LOADING RIFLE ON UPPER DECK OF MASSACHUSETTS—**  
Weight, 4.8 tons; total length, 16.3 feet; greatest diameter of gun body, 20.5 inches; total length of bore, 183.75 inches; number of grooves, 24; weight of charge, 44 to 47 pounds of brown prismatic powder; weight of projectile, 100 pounds; muzzle velocity, 2,080 feet per second; thickness of steel which shell will perforate at 1,500 yards, 7.57 inches; range at 40 degrees elevation, 6½ miles.



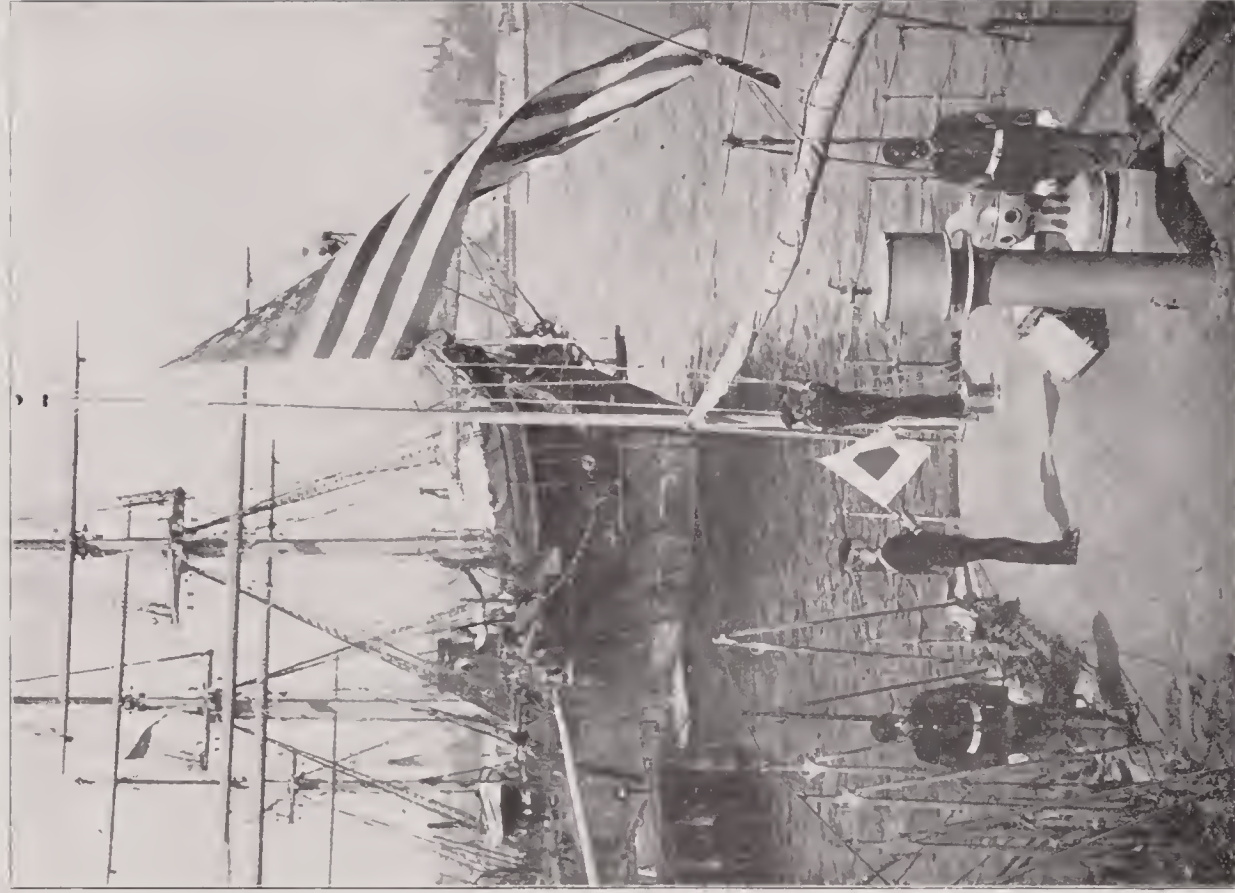
**PIVOT GUN DRILL** -As the name indicates, the pivot gun is a gun mounted on a pivot or revolving carriage, so as to turn in any direction. The gunners can take aim and change it instantly, sweeping the piece in all directions and covering any kind of enemy, from a torpedo boat to a battleship. Pivot guns are usually mounted on a ship's upper deck, or in an elevated position, so that the sweep may be enlarged and suspicious moving objects can be covered and kept in check from fear of the searching fire of these small guns.



**OFFICERS OF THE YORKTOWN**—The steel gunboat Yorktown carries a complement of 192 men and officers. Full particulars of the vessel, with photograph, will be found on another page.



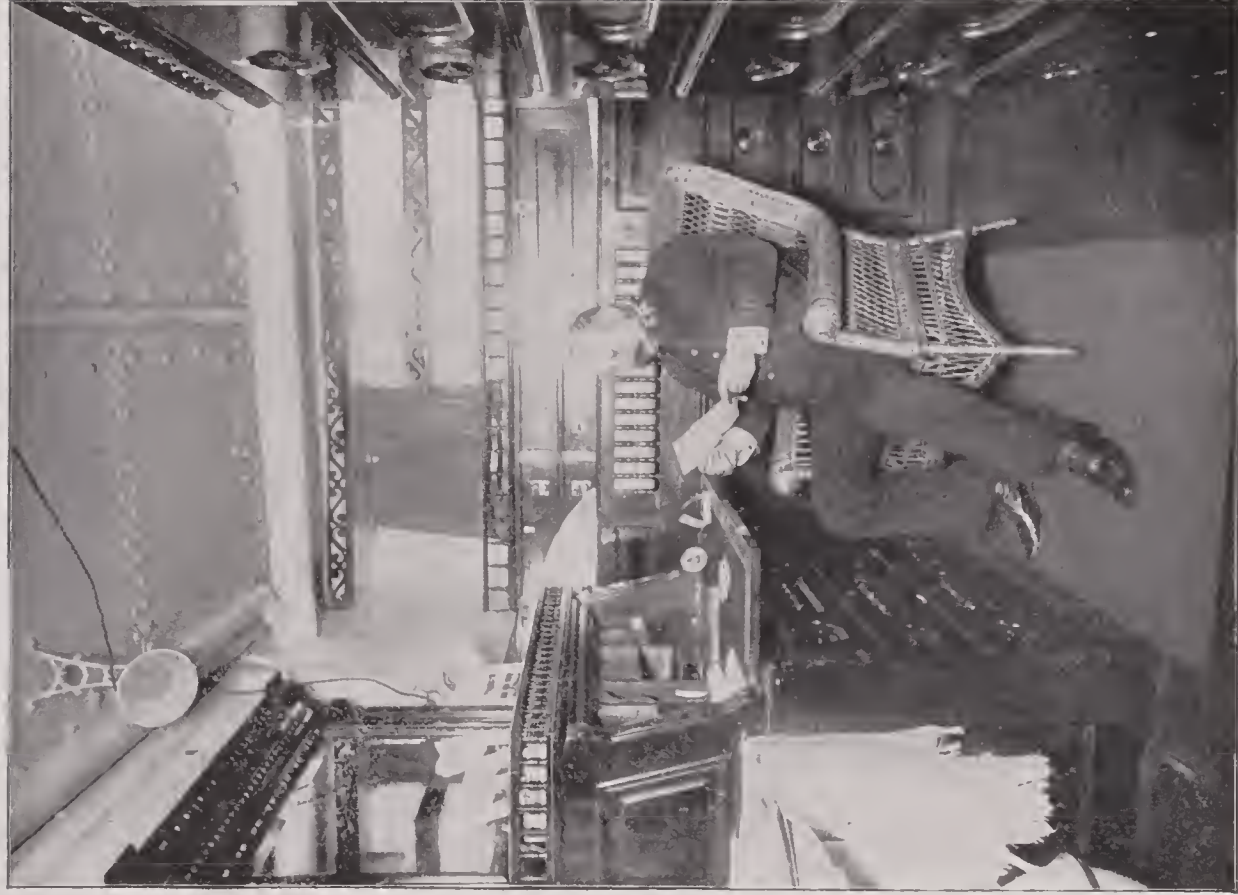
**CAPTAIN B. H. McCALLA AND OFFICERS**—Captain McCalla is the commander of the cruiser Marblehead. The lieutenants are J. A. H. Nickels, W. H. Schuetze, C. S. Ripley and E. A. Anderson. The chief engineer is G. S. Willits.



**SIGNALING ON THE CRUISER BOSTON**—Flags of different colors are used in the daytime and lanterns or fireworks at night. The various combinations of flags or lanterns with colored lights give expression to phrases represented by a code of signals that enables vessels to communicate with each other when they are far apart. Thus the commander of a fleet of warships that may be scattered over an area of ten miles or more may suddenly decide on a concerted movement, and immediately signal to every vessel in the fleet simultaneously from the deck of his flagship, and all the vessels will proceed to act with perfect uniformity.



**BOW VIEW OF THE TERROR**—The bow view of this twin-screw double-turreted monitor in conjunction with the broadside view and description on another page will give one an excellent impression of this powerful engine of war. The first vessel of this kind was built during the American civil War; and it will be remembered with what success it ended the destructive career of the Merrimac, the Confederate iron-clad ram.



**STATE ROOM**—This is a photograph of the state room of Lieutenant-Commander A. Marix, on the Maine. Like every other part of the handsome ship, the appointments and furnishings were all that could be desired.

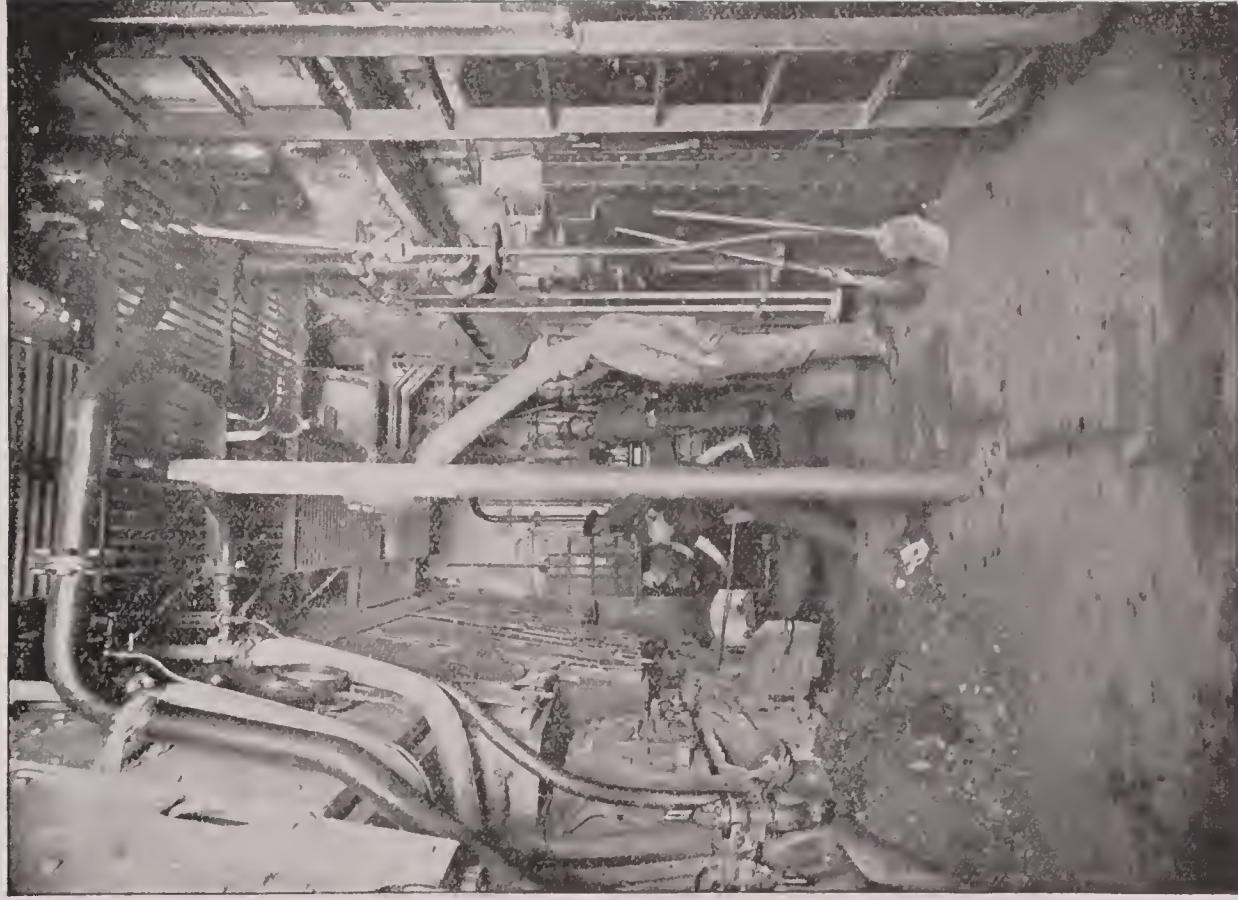




**STATE ROOM ON THE MAINE**—This is another of the cozy state rooms on the battleship Maine. The occupants are the captain of marines, the surgeon and a visitor.



**BOILERS OF THE MAINE**—The photograph was taken with a view to showing the up-takes which are clearly outlined. The forced draft system consisted of one blower for each fire-room for the main boilers and one in each fire-room for the auxiliary boilers, discharging into an air-tight fire-room. Air tight bulkheads are fitted so as to reduce the space to be maintained under pressure.



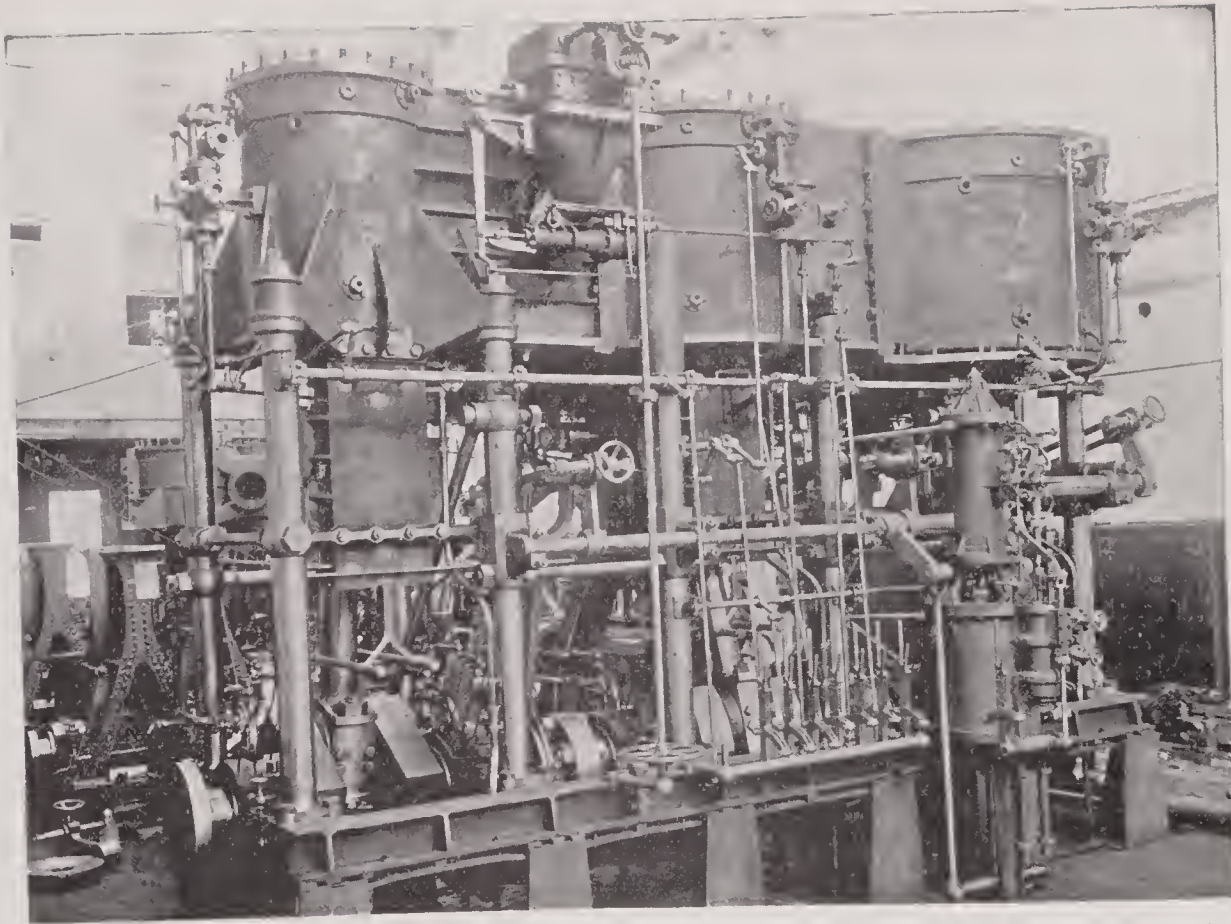
**FIRE-ROOM OF THE BROOKLYN**—On another page will be found a photograph of the fire-room of a monitor. This, with the above picture of the fire-room in the armored cruiser Brooklyn, will enable one to make a comparison. The difference of construction, however, has not affected the ventilation very much, and ventilation is one of the most important considerations.



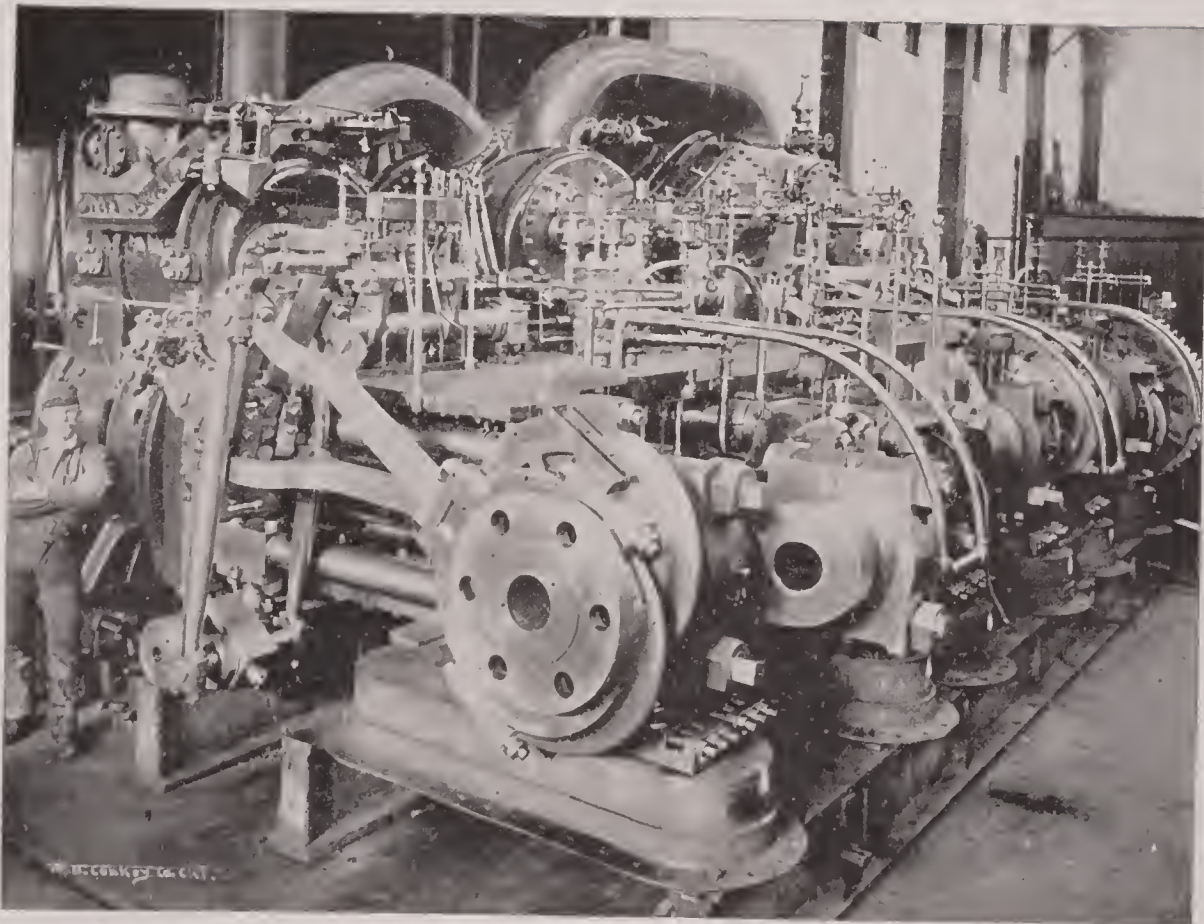
**RAPID-FIRE AMMUNITION**—The rapid-fire gun ammunition is here presented in sections which show the inner construction of the shells and their contents. The cartridge cases are composed of brass or copper and known as metallic ammunition. No. 5, lying lengthwise, shows the construction of a cartridge with a total weight of 96 pounds. The solid brass case weighs 18 pounds; the steel shell, 50 pounds, and the powder charge is 28 pounds. Then there are the cap and fuse.



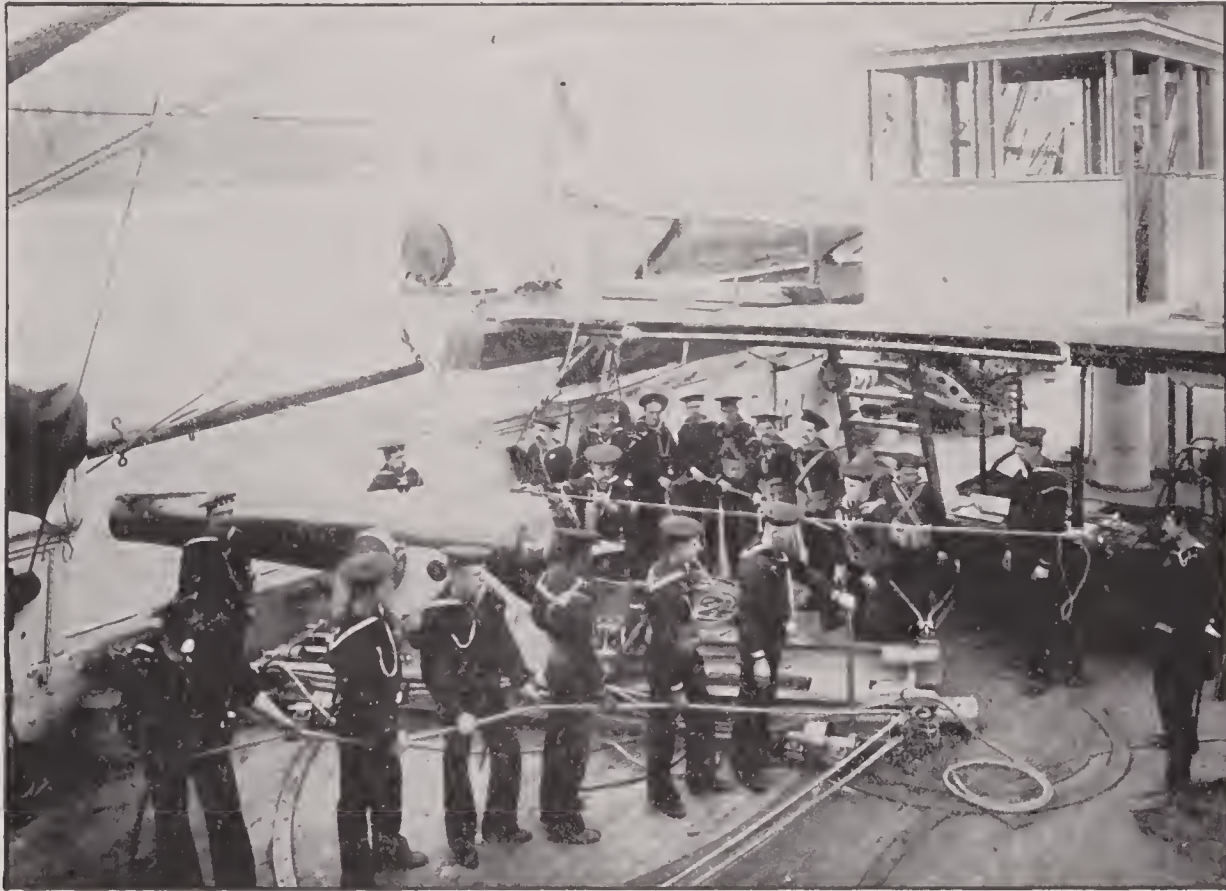
**GATLING GUN IN ACTION**—The gun consists of ten barrels grouped around a central shaft. The barrels are revolved and cartridges loaded, fired and extracted by turning a crank which actuates the mechanism. The regular service small arm cartridge is used for ammunition. The number of cartridges that can be fired is about 1,000 a minute. Like the monitor, the Gatling gun was first used in the civil war. It is practically the pioneer of machine guns that are thought so much of at the present day.



**ENGINES OF THE MAINE**—Like everything else in the construction of the battleship Maine, the engines were of the very best material and manufacture, and of the most powerful and approved capacity. Even to the smallest screw the entire ship was the result of home industry and the nation was fully justified in the pride they took in the vessel. The engines were of the vertical triple expansion type.



**ENGINES OF THE PROTECTED CRUISER SAN FRANCISCO**—Unlike those of the Maine, the engines of the San Francisco are horizontal triple expansion instead of vertical triple expansion. With one exception (the Puritan, which has horizontal compound engines) all the United States warships of the first class have vertical triple expansion engines.

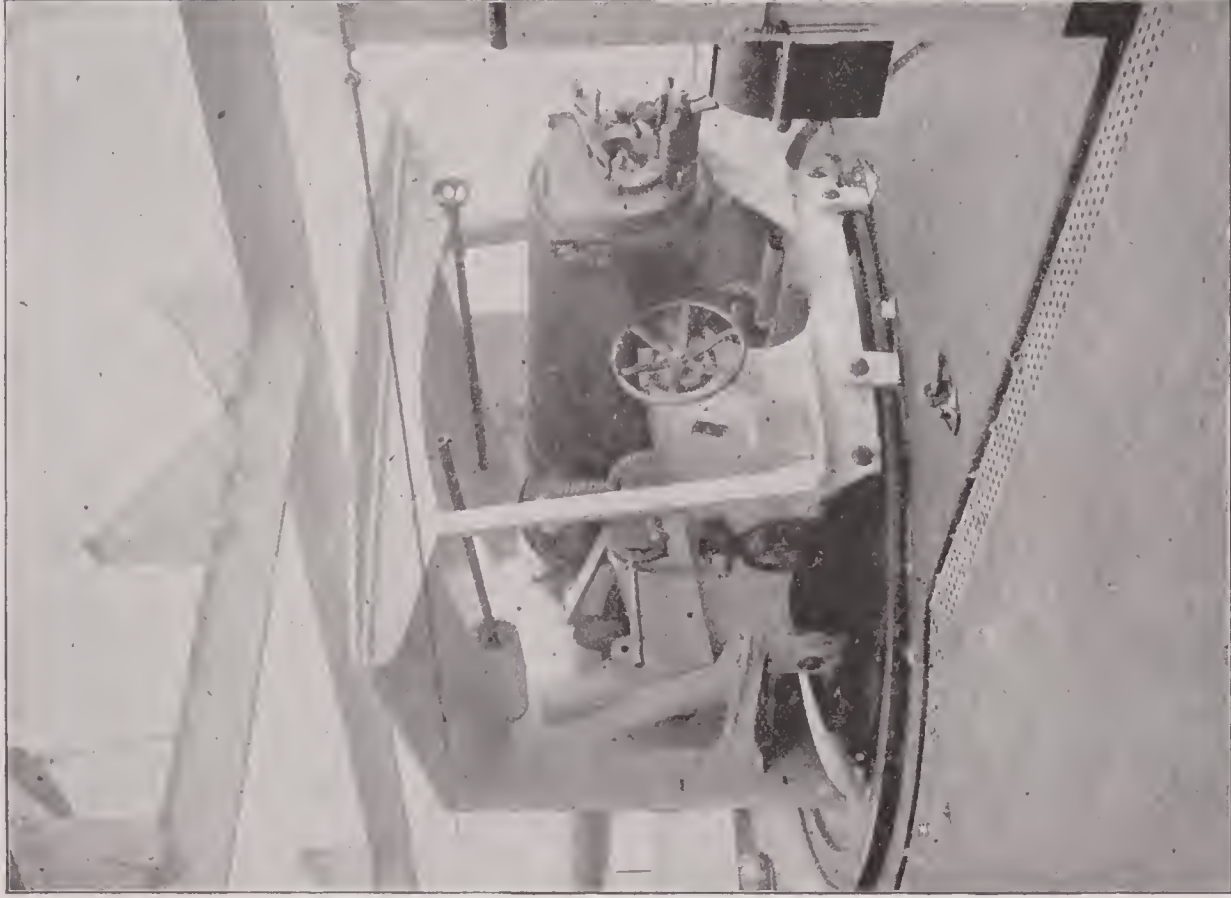


**FIRING A PIVOT GUN**—The above picture shows in fuller detail the pivot gun which is described on another page, and which many naval authorities place very great reliance upon. The pivot gun is not necessarily of a special construction, as the appurtenances give it the character named. Pivot gearing having been applied, the gun is then conveniently known as the pivot gun. The gearing is devised to allow the shifting of the axis of the driver so that the machine can be set in any desired direction.

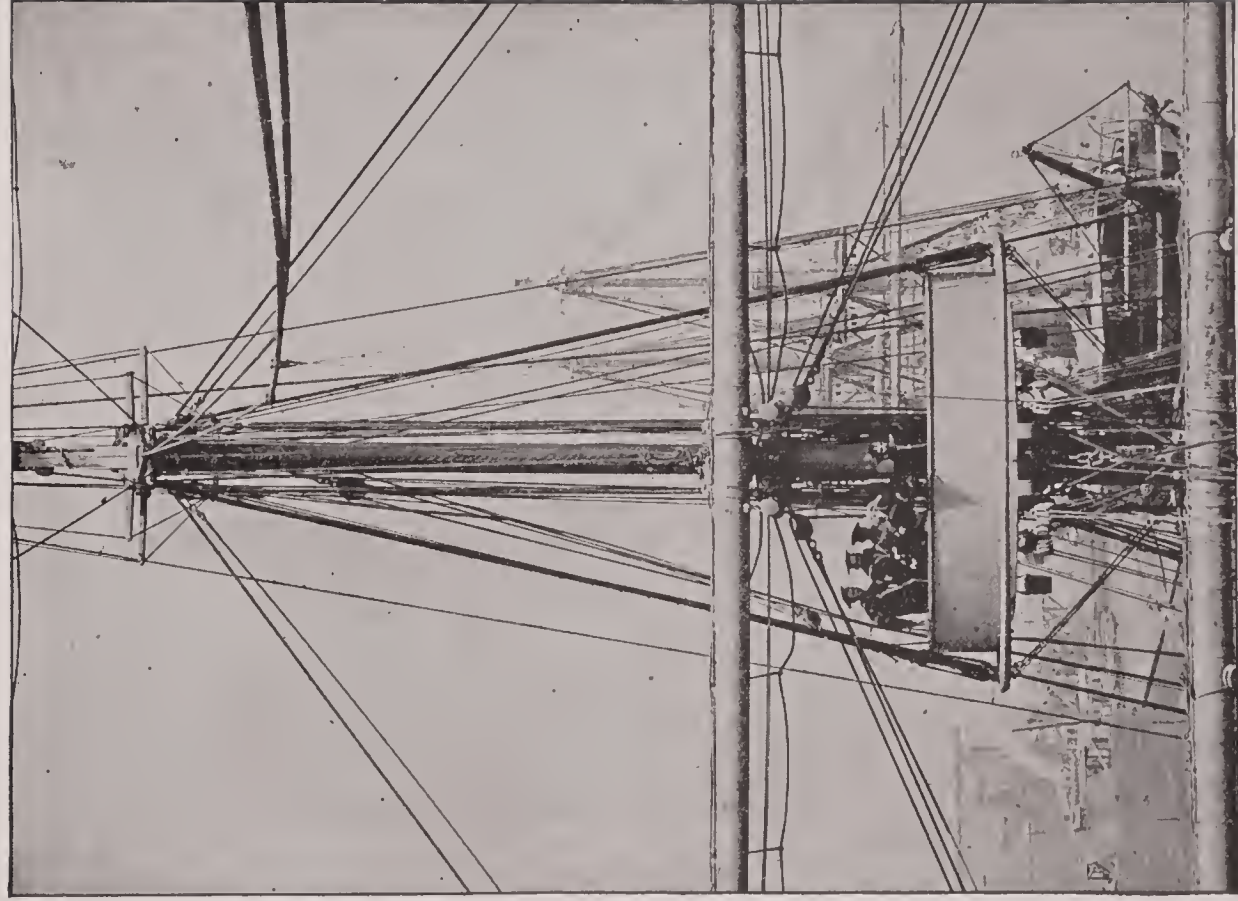




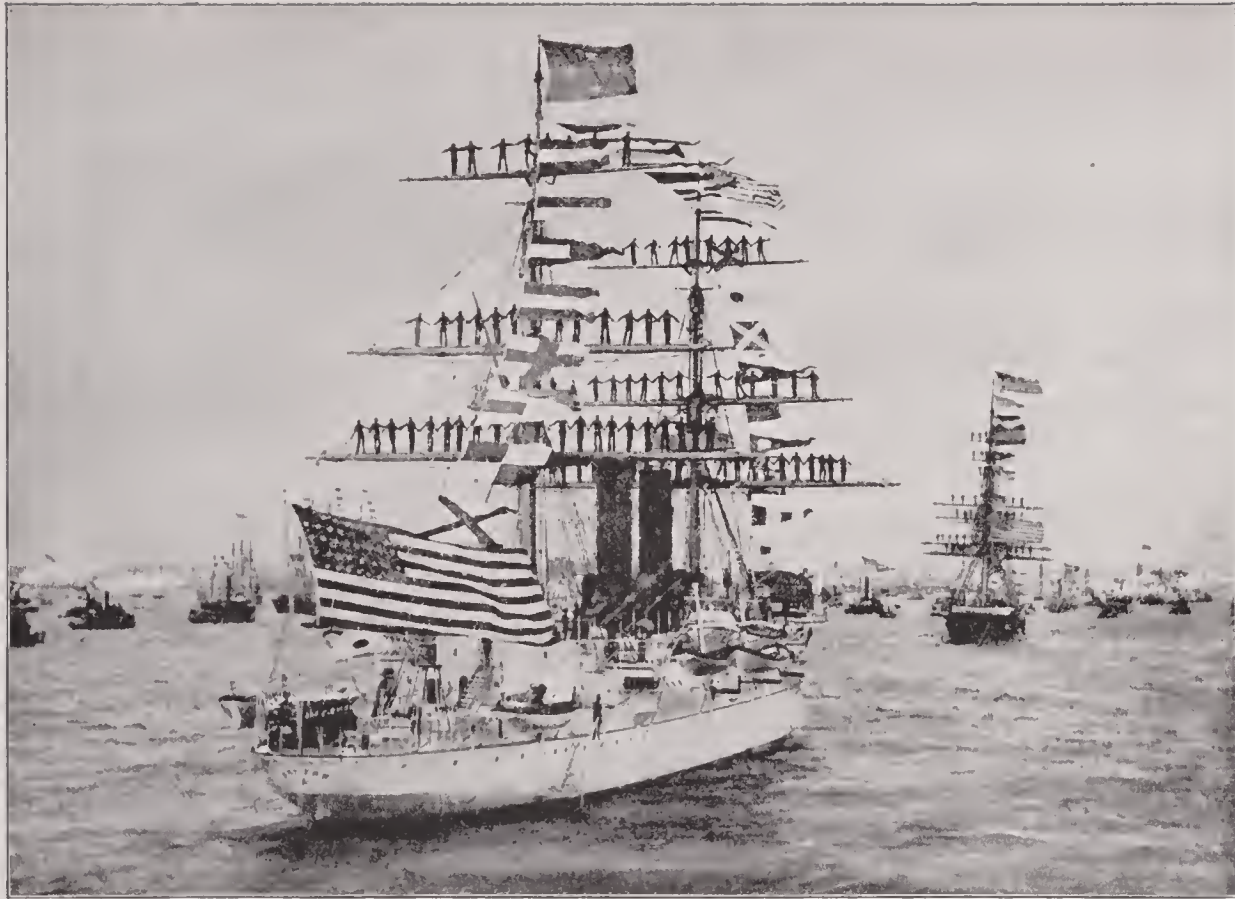
**READY FOR ACTION**—Here is shown the deck of the protected cruiser Atlanta, cleared for action—a scene that American sailors are getting familiar with since the trouble with Spain. Ropes, spars, awnings, ship's boats, and everything that is likely to retard rapid movements, obstruct the view or become in any way inconvenient are put away in recesses or nooks and corners prepared for the purpose, and the battleship wears the grim aspect of being ready for action, bristling with deadly cannon, stored with ammunition, and attended to by determined and fearless men.



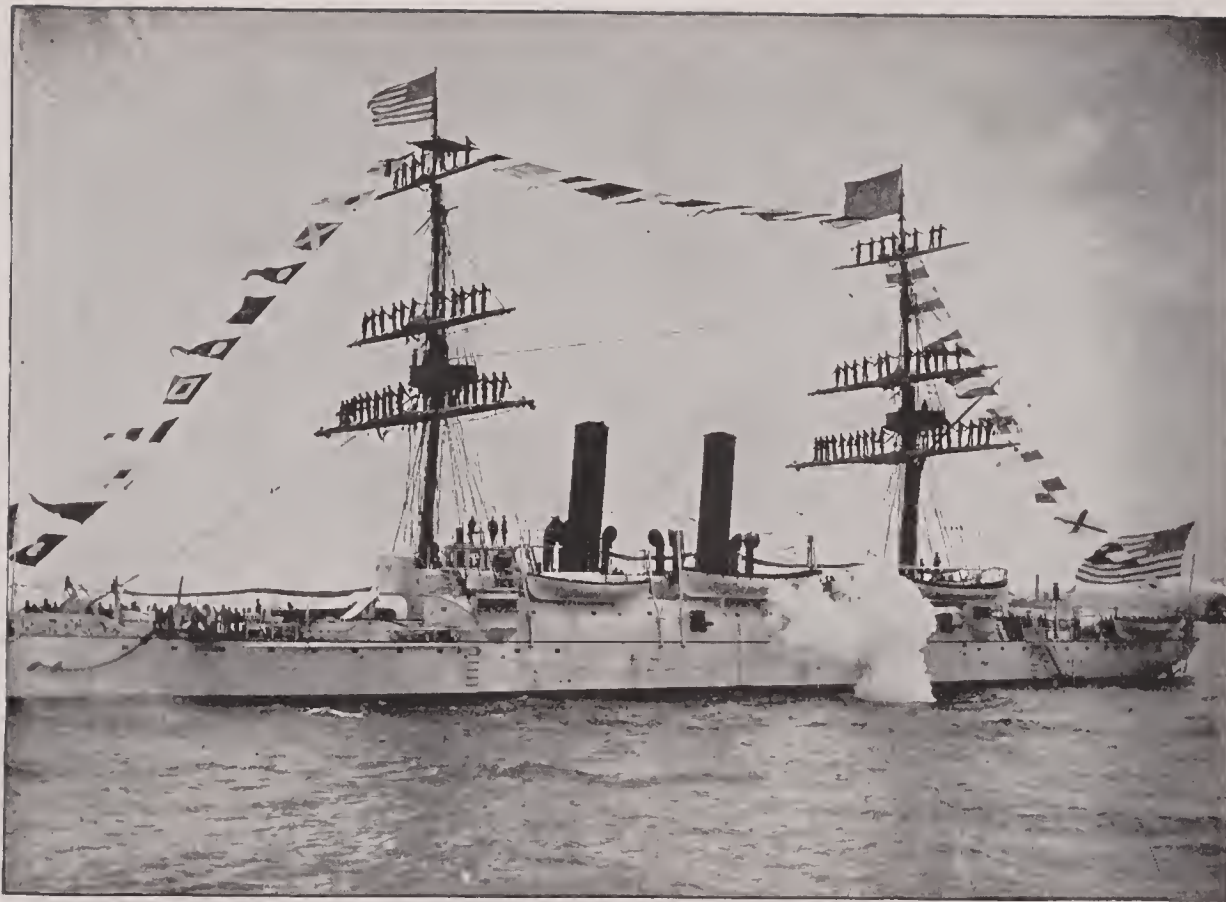
**EIGHT-INCH GUN DECK**—This is the 8-inch gun deck of the armored cruiser New York. She carries six 8-inch breech-loading rifles.



**FIGHTING CROW'S NEST**—On board the Atlanta. As will be seen by the photograph, the crow's nest is a box or perch near the top of the mast. It is mainly for lookout purposes, and a very dangerous position during an engagement.



**MANNING THE YARDS**—The vessel in the foreground is the protected cruiser Boston, which is fully described with the photograph on another page. The picture presents a naval display during the Washington centennial celebrations in New York. “To man the yards” is to station men on the yards of a ship as shown above, and it is done as a mark of respect or salute. With yards manned and bunting displayed a fleet of ships makes an exceedingly pretty picture on a fine day.



**ATLANTA SALUTING WITH YARDS MANNED**—The positions the men are in are not always conducive to ease and comfort, but the act of manning the yards is unquestionably one of the prettiest of naval courtesies. Technically, the yards of a ship are long, cylindrical spars tapering toward the ends. They are slung crosswise to a mast and generally used to suspend square or lateen sails from, according to the angle at which the yards are placed. Lower yards, as well as topsail yards, are frequently made of iron.



**BATTERY DECK OF THE ATLANTA**—All the leading United States men-of-war have two batteries, the main battery generally carrying fewer and larger guns. The grim and grimy aspect of a battery deck in time of action is a sight that is not easily forgotten. The wonder is that men so often keep cooler in the business of killing their fellow-men than they do when nursing the average baby. But then the latter is a harder duty.



**BERTH DECK OF THE CRUISER ATLANTA**—There is little, if any, difference between the berth deck of this boat and the others built about the same period (1883), but for an unarmored cruiser, the dimensions of which will be found with the photograph of the boat on another page, it is well appointed and spacious.



**AT A NAVAL REVIEW**—The view presents New York harbor crowded with tugs, ferryboats, sailing craft, small launches, railroad transports, barges, rowboats, and a vast variety of vessels, screaming and screeching in honor of the fleet, deafening the ears of sightseers with a multitude of unearthly toned steam whistles, turning the very atmosphere blue with fright, startling the swift winged sea gulls into transatlantic flights, and making the unwary visitor tremble when he thoughtlessly closes his eyes and fancies the Furies with all their courtly followers have escaped through the portals of eternal torment. But it is nothing more than an American cheer for dear old Uncle Sam.





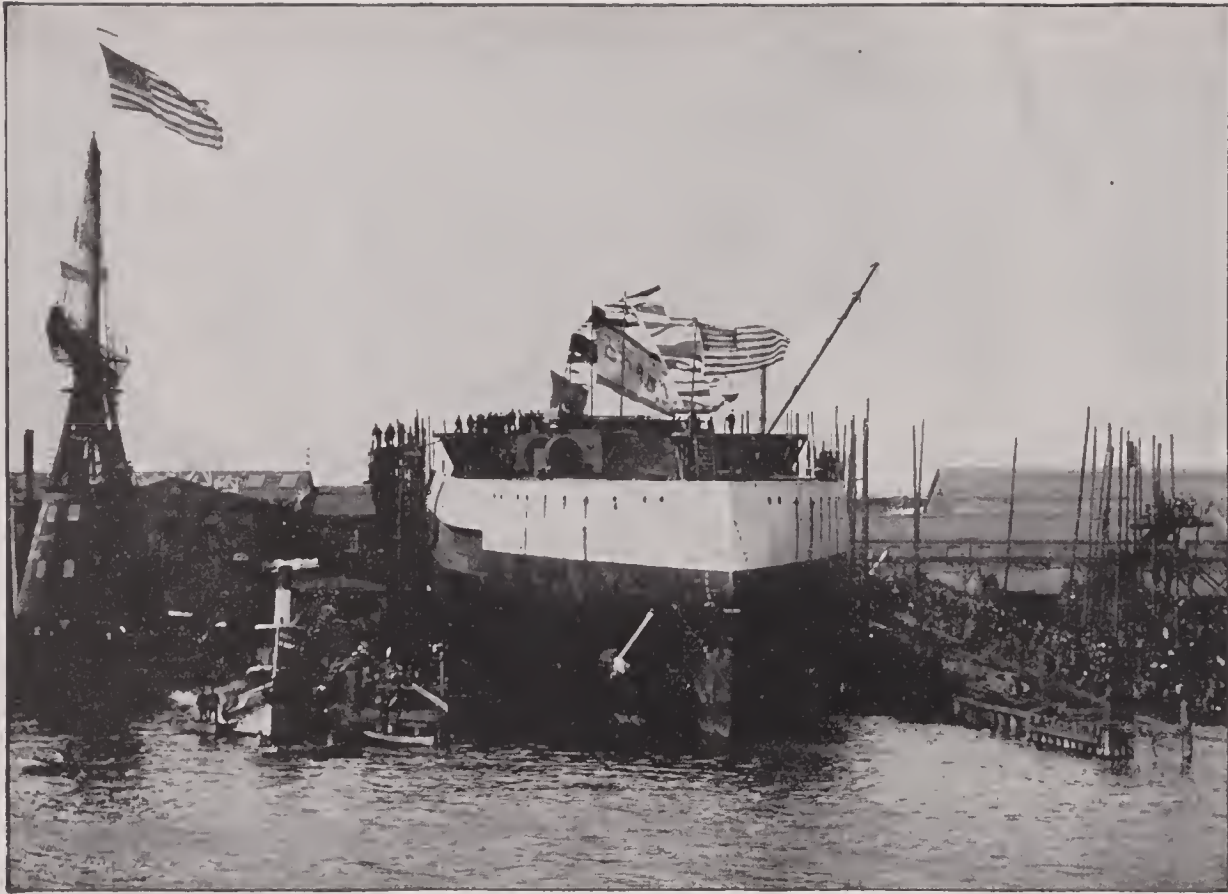
**HEAD ON**—This photograph of the Brooklyn, “head on,” in conjunction with the photograph and particulars on another page, will help to illustrate the beautiful contour of this fine armored cruiser. By “head on” is meant that the vessel has its head in a right line toward some object. Thus, when steaming straight for the most formidable ship of an escaping fleet, the broadside guns are free to sweep the seas of intercepting craft.



AT LEAGUE ISLAND NAVY YARD—The vessels shown in the picture are United States monitors and receiving ships.



**UNDER FIRE**—In this photograph the squadron is shown under fire of a 15-inch gun. The enormous projectile from such a weapon is sufficient to sink any ship afloat if the shot get to a vital part.



**IN THE STOCKS**—The vessel is the first-class battleship Iowa, which is fully described with the photograph on another page. A large number of people had come to witness the launching, and the photograph was taken just before the vessel left the stocks. The timber built up on each side of the ship is for the bilgeways to slide on when the launching takes place. The whole frame of timbers, etc., upon which the ship rests while building, is known as the stocks.



**BATTLESHIP IOWA**—The view here presented was taken from the shore, immediately after the Iowa left the stocks. Practically, the only part of a vessel that is complete when the launching takes place is the hull. Furniture, fittings and armaments all have to be added when the hull is afloat, but the foundation is there and a complete battleship is soon made of it



ADMIRAL'S CABIN—This is from a photograph taken aboard the protected cruiser Chicago.



CAPTAIN'S CABIN—From a photograph of the captain's cabin on the cruiser Baltimore.



**CADETS STUDYING**—This photograph was taken aboard one of the United States training ships and illustrates a very common scene. The training received by the naval cadets of the United States will compare favorably with any outside the country. After an examination they are nominated for admission to the United States Naval Academy at Annapolis by the President or a member of Congress. The French meaning of "cadet" is "a younger son," and the present application of the word arises from the French custom of providing for the younger sons of the nobility by securing commissions for them in the army or navy of France.





**KNOTTING AND SPLICING ON BOARD A UNITED STATES TRAINING SHIP—**  
Although the demands upon the knotting and splicing capabilities of seamen are not so great as in the days of frigates, these two important qualifications are what every sailor must needs learn. The average seafaring man is famous for his ready and practical knowledge of the eye-splice, the short-splice, the long-splice, the round-splice, and the ring-splice, while from splicing to knotting is but a step in which he shows his skill in making a bowline-knot or a figure-of-eight-knot, and even a matrimonial knot sometimes, unless he prefers to get spliced instead of knotted.



**FENCING EXERCISE**—One of the most popular exercises in the United States navy. There is probably no physical recreation requiring greater skill and nicety of touch. Each of the European countries boasts of a characteristic style of fencing which it is well to be acquainted with before challenging an unknown fencer, no matter how clever the challenger may be. There is as much difference between the French style and the English, for instance, as there is between roast beef and pâté de foie gras.



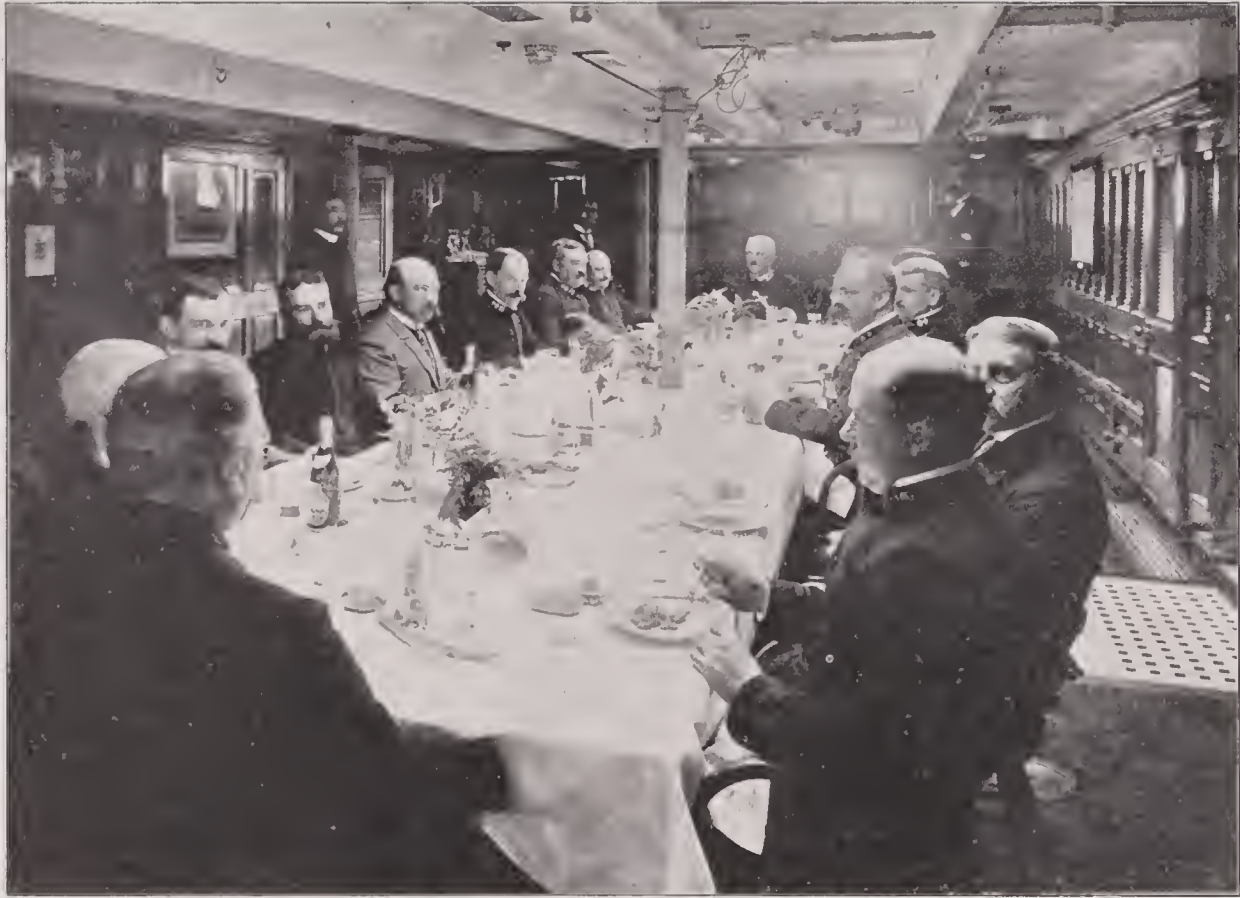
**SPINNING A YARN**—The day is past when a crowd would congregate around any old salt and listen with open-mouthed wonder to the many plausible and oftentimes improbable yarns that only an old salt could tell, but even now one occasionally meets a representative of the old school who is entertaining and whose imagination is pardoned when the narrative is good.



**LEARNING TO SIGNAL**—Wigwag signaling, as it is called, is one of the first duties a sailor must be posted in. A small white flag is held in the hand and waved vertically or horizontally as occasion demands. Each motion has its separate meaning, and, with the aid of powerful glasses, ships are able to communicate with each other when miles apart. The importance of this signaling is incalculable, particularly when the enemy is able to intercept other means of communication.



**BERTH DECK COOKS**—Whether or not the sailors aboard ship get any additional gastronomic delights if they keep on the "right side" of the cooks, it may be a breach of confidence to say, but the fact remains that the chef de cuisine and his satellites are mostly in "good odor" outside as well as inside the kitchen.



**WARD ROOM OFFICERS AT MESS**—The state-rooms on the starboard side of a ship are occupied by line-officers, while staff-officers use the state-rooms on the port side. Line-officers comprise admirals down to midshipmen. They are combatant officers as distinguished from officers of the staff, who are known as non-combatants.



**WARD-ROOM ON THE CRUISER CHICAGO**—A ward-room is an apartment on the after end of the lower gun deck of a ship of war, usually occupied as a mess-room by the commissioned officers, except the captain.



**STORING HAMMOCKS AT SEA**—During the daytime the hammocks are mostly stowed away in troughs or boxes constructed on the top of the bulwarks of the spar deck. The hammocks on board a man-of-war are made of canvas. At each end there are a number of cords which are called clues. These are brought together and fastened to an iron ring which the sailor hangs on one of the hooks fastened to the deck beams when he wants to use it. The nautical expression for this is "slinging a hammock." In the photograph all the hammocks are "lashed," which is always done before they are stowed.





**POLISHING THE FITTINGS**—The daily round of duties on a battleship are considerably greater than many people suppose. Even if a crew does number four hundred or more, idleness has no opportunity. The above photograph merely depicts an everyday scene where hundreds of men are busy at their respective work, polishing brass work, washing paint, cleaning rails, coiling rope, stowing hammocks, and doing the hundred and one other things demanded. The first impression a novice gets of a scene like this is that chaos reigns supreme, but out of apparent chaos comes the most perfect order conceivable. No two men clash in their duties.



**SHIP'S COMPANY OF THE ARMORED CRUISER NEW YORK**—A ship's company properly comprises all the men and officers of a ship. It will be seen, therefore, that the group above is only a small part of the New York's complement.



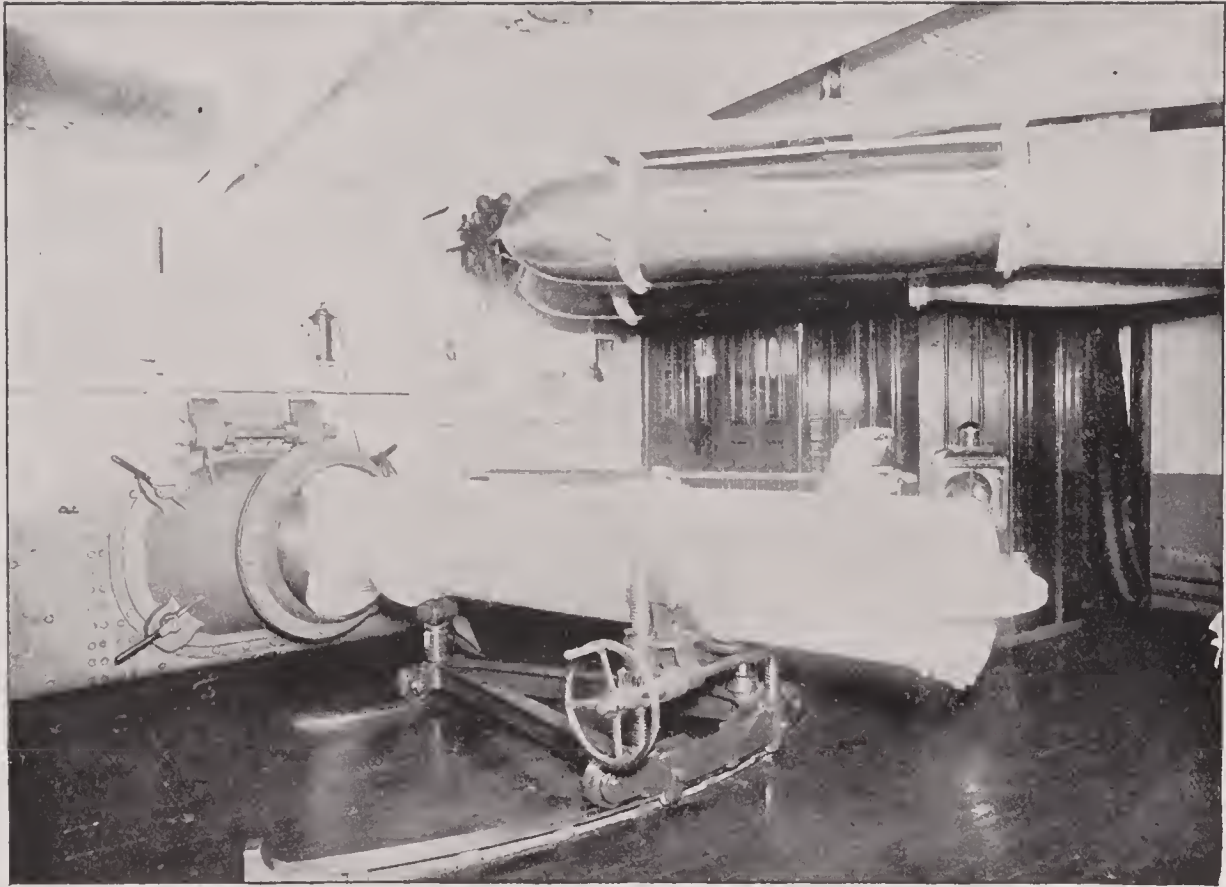
**CHIEF PETTY OFFICERS OF THE NEW YORK**—There is not one of these men who has not had sufficient experience to teach the Spaniards a trick or two, and they are all anxious for the opportunity to shout, "Remember the Maine!" into the ears of countless belligerent dons.



**BATTALION DRILL**—The famous Turenne is credited with saying that "God is on the side of the largest battalions." But here are a few small battalions of men who can be credited with not only fine physique but a willingness to whip a great many larger battalions of Spanish soldiers.



**MARINES FROM THE BROOKLYN**—When the word "Fire!" is given, every man assumes the attitude shown in the photograph, and a small body of men thus scattered can bring about some very effective "dropping" in the ranks of an enemy—particularly if the enemy comes from the Iberian peninsula.



**TORPEDO TUBE**—One of the four torpedo tubes aboard the Maine. Every modern battleship is furnished with tubes of this description for the purpose of launching torpedoes while in action. The torpedo in this tube was exploded by the force of the concussion from the mine which destroyed the ship.



**TORPEDO GUN AND GUNNERS ON THE MAINE**—These instruments of destruction have to be watched with unceasing vigilance. There is always a larger element of danger about them than about the ordinary weapons of warfare; and the brave fellows in the picture were all sacrificed in the second explosion which followed the upward blow from the mine that destroyed the battleship.



**NAVAL MILITIA AT WASHINGTON**—In time of war the duty of the Naval Militia is to man the coast and harbor defense vessels, and leave the regular force free to carry on offensive operations at sea. They are also expected to operate in boat squadrons with torpedoes against any hostile fleet in our waters.





**MARINE GUARD OF THE MAINE**—The marines aboard the Maine were a particularly smart body of men, who were a credit to the service wherever duty placed them. Both in the United States and Great Britain the marines wear uniforms very similar to those worn by the respective infantries of the line.



**BACHELORS' GLEE CLUB ON THE MAINE**—Some of this happy group perished with the Maine and in place of their cheerful songs the murky waters of Havana harbor float over what remains of the deck of their beloved battleship. The glee club of the Maine earned considerable popularity by their nautical songs, which were never wanting to cheer the sailor's heart. With one exception they were all young men that composed this bachelors' club. Besides excellent instrumental music, they were always in request among both officers and men to sing the songs for which they were famous.



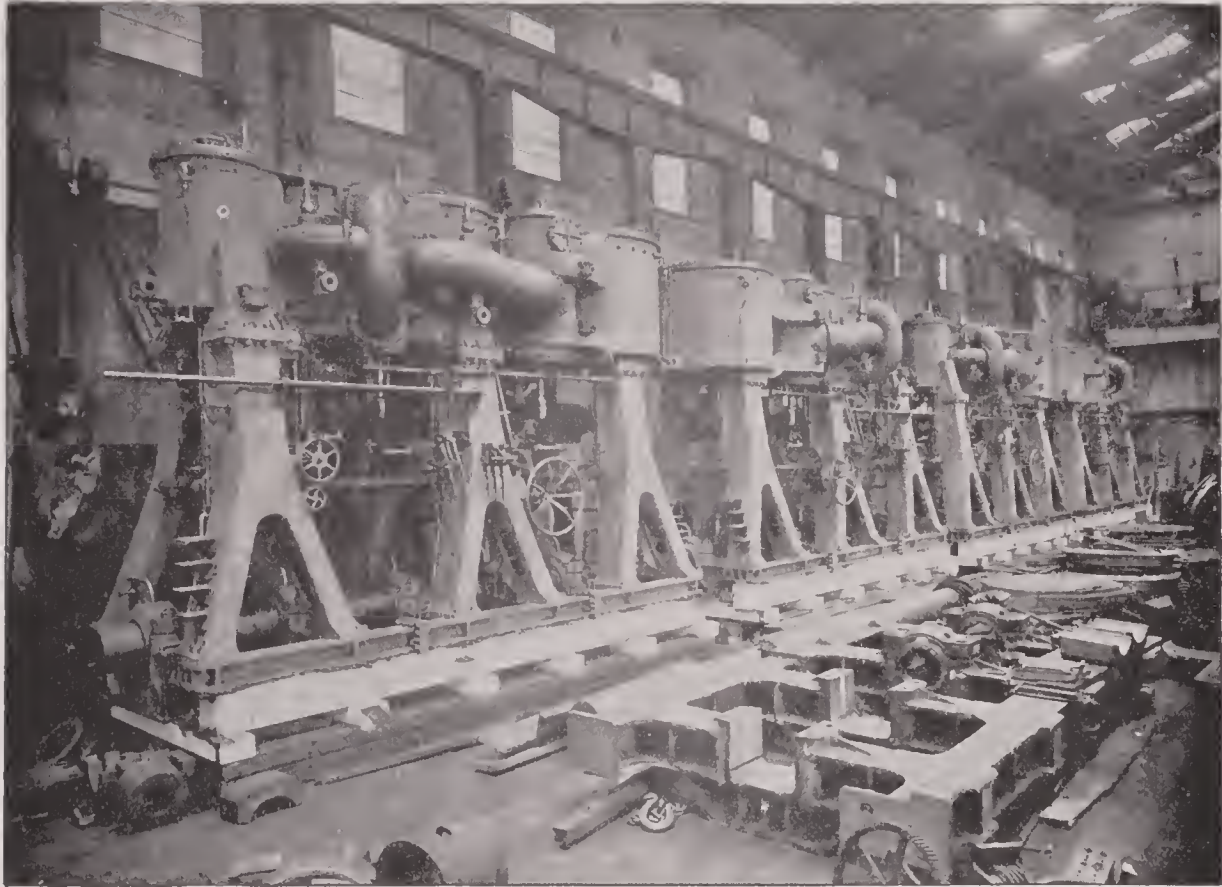
**QUARTER DECK OF THE MAINE**—The quarter deck is especially a privileged promenade, and seldom used by any but the officers and cabin passengers. The place of honor on the quarter deck is the windward side, which is toward the direction of the wind. Sometimes a naval officer who may be more remarkable for etiquette than a knowledge of seamanship is spoken of by the sarcastic title of "quarter-decker." On the Maine, however, it is well known that none deserved that appellation.



**NEWARK**—This is a broadside view of the Newark with the Baltimore appearing to the right of the picture. These vessels are in gala dress and were in the Hampton Roads when photographed. The Newark, which is fully described with the photograph on another page, is bark rigged and can spread 10,000 feet of canvas, if need be. The Baltimore, however, has only two small military masts. Both vessels are about the same size, but present a very different appearance.



**SAN FRANCISCO**—The above vessel which is here presented in gala dress is fully described with the photograph on another page. The keel of the San Francisco was laid in 1888. Her engines are twin-screw, horizontal triple expansion, and with a speed of nearly 20 knots an hour she is exceptionally efficient as a commerce destroyer. The normal coal supply is 350 tons; the bunker capacity is 628 tons; and she carries the large maximum of six torpedo tubes.



**ENGINES OF THE NEW YORK**—The armored cruiser New York, which is fully described on another page, has engines of the vertical triple expansion type as shown above.



**PROPELLERS OF THE NEW YORK**—This photograph was taken specially to illustrate twin-screw propellers, which are the chief means of propulsion for most of the United States warships.



**GUN DECK OF THE CRUISER CHICAGO**—The protected cruiser Chicago is greatly improved since it underwent repairs, and, although the keel was laid in 1883, the vessel is fitted and prepared to face the best cruiser Spain can send against it.

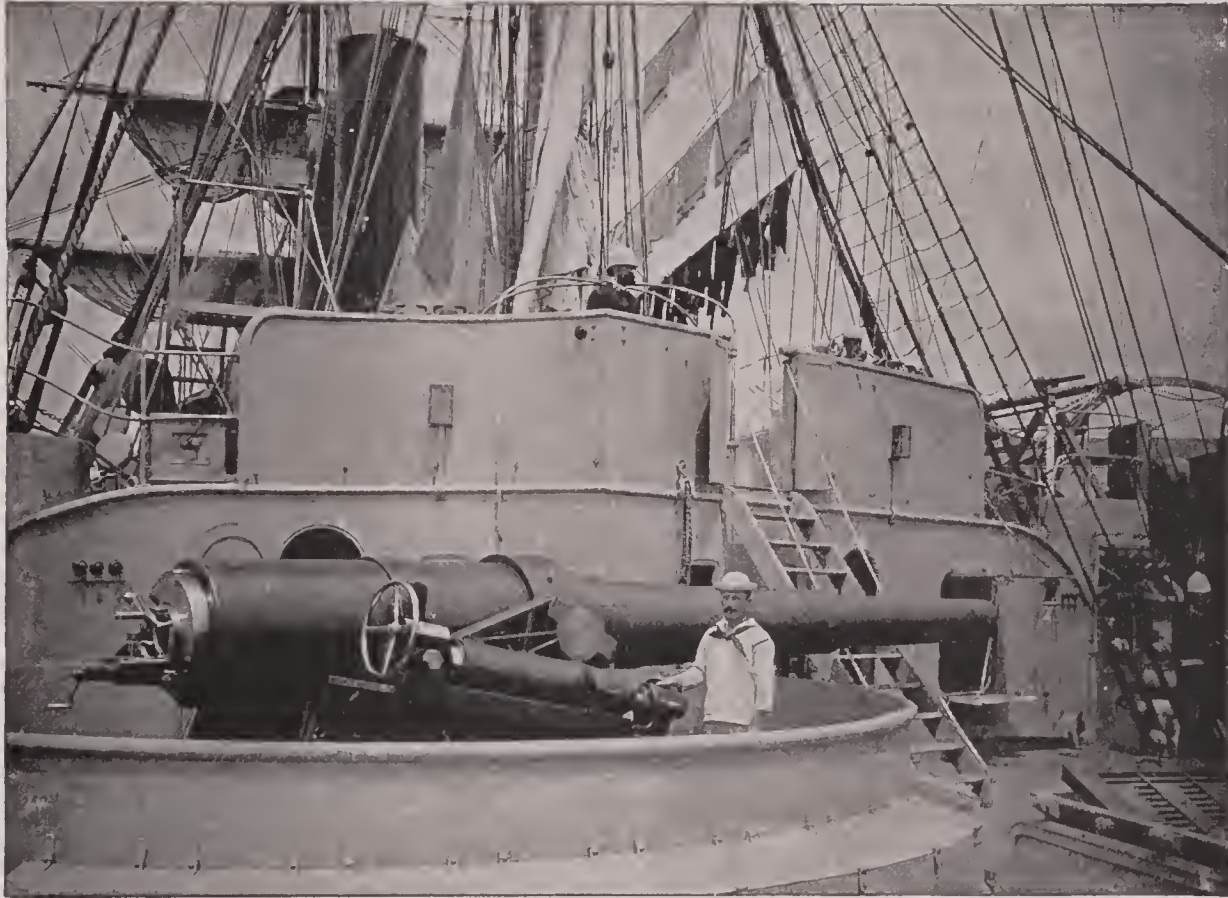




**GUN DECK OF OLD MAN-OF-WAR**—The comparison between this and the gun deck of a modern warship will be very instructive to any one interested in the progress of the United States navy.



**IN HAMMOCKS**—This group of swinging couches was photographed aboard the Massachusetts. The attitudes the men sleep in are frequently more comfortable than graceful, but for convenience and health there are no berths aboard ship to beat these acrobatic resting places.



**GUN OF PROTECTED CRUISER BOSTON**—The Boston, which is fully described with photograph on another page, does not carry so many guns as some of the unarmored steel vessels, but the two batteries of eighteen guns in all, ranging from 8-inch breech-loading rifles to the inevitable Gatling, make the vessel sufficiently formidable to menace the best of the Spanish ships of war.



**IN GALA DRESS**—A photograph of the battleship Massachusetts, as it appeared on the Fourth of July, decorated in honor of the occasion. Every battleship has a supply of the flags of all nations, besides a full collection of American flags ranging from Old Glory to the modest flag of peace; and in a very short space of time the sailors can make a ship look gay with bunting no matter whether it be for international courtesies or annual celebrations of domestic triumphs.



**FIELD PRACTICE**—The training of marines gives them a great many advantages over the ordinary soldier whose duty is wholly ashore. Sea soldiers, as the marines are called, are a body of troops trained to do duty in the navy. When in port they never miss an opportunity for field practice, which keeps them in trim for their varied duties in time of war. In all countries the marines have been found of inestimable value, and they have the reputation of being always useful and brave fighters, no matter whether they are ashore or afloat.



**TIMING THE START**—The officer in the photograph has his watch in hand ready to time the departure of the first carrier pigeon used in the United States navy. It is only of late years that naval authorities are realizing the advantage of having trained carrier pigeons aboard men-of-war in troublous times. The written message is sometimes tied to the neck of the bird, or the wing even, but more often attached to a leg. A bird carries communications only to a destination that shall be in the vicinity of its home. Carrier pigeons will return home from very great distances, and when in good condition they have often been known to travel more than a thousand miles. This home returning tendency has caused these birds to be sometimes known by the name of homing pigeons.









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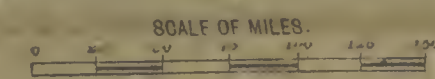
N. MANCHESTER,  
INDIANA

# Spanish Possessions in the West Indies.

CONKEY'S LATEST MAP  
OF THE  
WEST INDIES.

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# Spanish East Indies.



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