

# SCHLEY'S ACCOUNT OF SANTIAGO FIGHT

Told His Story in Plain Words and Unaffected Style—Narrative Was Straightforward and to the Point.

Washington, Oct. 25.—The chief event in the Schley case of inquiry today was Admiral Schley's relation of the events of July 3, when the American fleet sent Cervera's squadron to the bottom of the sea or to the beach. He told his story of this historical occurrence in plain words and in unaffected style, but the narrative was straightforward and to the point, indicating close familiarity with all the phases of that event.

He said that the Brooklyn had for a time sustained the fire of all four Spanish ships and also the fire of the Spanish land batteries. Explaining the historical turn of his own flagship, the Brooklyn, he said that she had not approached to within less than 600 yards of the Texas and that he never had considered his vessel in the least danger.

DID NOT "DAMN THE TEXAS."

He also stated, in response to an interrogation from Mr. Raynor, that he had never, during the battle, engaged in any colloquy with Lieut. Hodgson and that he had not used the expression attributed to him by Hodgson, "Damn the Texas." A large number of persons had waited outside the courtroom and many insisted on shaking hands with him. The assembly escorted him up the hill from the gunners' workshop, in which he had been confined, to the rear of the navy yards.

DESCRIPTION OF THE BATTLE.

Admiral Schley began his description of the battle of July 3 at 2:15 o'clock. "On the morning of July 3," said he, "the day broke beautifully. The skies were fleeced with white clouds, and the breeze continued a little bit longer of the land than morning usual. After 11 o'clock the wind shifted to the sea, and a survey of the situation with glasses, we were lying at that time possibly three miles or a little bit over from the land, and I wondered very much why they had not moved us to the rear. It was a matter of constant inquiry and discussion on board, and especially why the batteries did not fire on us.

"At a quarter of 3 o'clock I was ordered to me that signal had been made from the flagship to disregard her movements, and that she had gone eastward. I did not, of course, know where she had gone, but I saw that the Texas had put in position each day as the sun rose in order that the officers might collect there. I think we also had one forward for the best.

SPANIARDS COME OUT.

"I came on deck with my glasses after having gone below for a little while, and while I was sitting about on a hatchway I heard a call from the rear bridge. 'Tell the commander that the fleet is coming out.' That was some time after the men had been called to quarters, about 3:35 o'clock. The ship at that moment was lying with her head in toward the land. The Texas was in the rear, and the fleet was a little over to the westward, and one of the marking points we used in maintaining our position.

AMERICAN SHIPS' POSITION.

"I looked over the starboard side and saw the enemy coming out of the entrance of the harbor. I then looked eastward to see the order of the ships and saw the Texas apparently a point or more ahead of the starboard beam. My own recollection now, as near as I can state it, is that the ship's head was bearing north-northwest. The Texas appeared to be heading on some of the easterly courses. To the left of her was the Iowa. She was, of course, to the eastward of the Texas. The Oregon was to the eastward of the Texas, and the Indiana was eastward of that position and the Gloucester was lying in under the land, I thought in the neighborhood of Aguaduros. The New York was out of sight and out of signal distance with glasses.

"I looked at that in order to determine what my position in the action was to be. If the vessel had not been out of sight, I should never have made out of sight. I said that I went forward onto the little platform I had constructed on the battle tower, in order to be very close to Capt. Cook. I had only been there a moment or two when Capt. Cook, who was on the upper bridge, sang out something to the captain about being connected up and all ready, and he at the same time said to me, 'Commodore, they are coming right at us.' Well, I said, 'Go right for them.' The helm was put astern.

"CLEAR FOR ACTION."

"The ship was started ahead, first at perhaps about half speed; I do not remember. She took her way very quickly, and when we headed around I said to Capt. Cook, 'Go ahead, full speed, and hold signal to clear ship for action.' We generally made that signal because there was around the quarter deck and the forecastle of most of these ships a little temporary railing composed usually of cords and ropes, to keep people from falling overboard. Generally an awning of some sort was up. This signal was followed by 'Close up close for action.'

ALL CHARGED ON ENEMY.

"The Brooklyn, as well as the other vessels of the squadron charged immediately into the entrance in accordance with the original plan of seeking to drive the enemy ashore. We continued directly for the head of the enemy's column, the idea uppermost in mind being that if we could arrest them long enough for the battleships to close in and knock them to pieces that would be our best point of attack. They continued on this course, porting and starboard, to meet the movements of the leading ship, which I assumed to be the flagship from a flag at her mast-head.

"I suppose from the time we started we were ten to twelve minutes turning first with port helm and then with advancing direct to the enemy. I saw the ships to the eastward and westward closing in. I said to Capt. Cook: 'Close action or close up has been decided. I mean to keep inside of a thousand yards, out of their effective torpedo range.' Capt. Cook was standing alongside me, and said: 'Yes, we will soon be within the cross-fire of these ships. I said: 'Yes,' and then I saw we had advanced without firing.

THE FIRST GUN.

"The first gun, I think, was fired by Lieut. Sigsbee, who was on the forecastle of the ship. I saw the leading ship, which apparently had

would save them from the insurgents, as well as from their own fire.

THE VIZCAYA GOES ASHORE.

"About thirty minutes, as nearly as I can remember, was the length of time from the firing in the morning of those two first vessels until the Vizcaya went ashore. She was a little forward of the beam of the Brooklyn, and I do not think at any time over 2,300 at 2,400 yards away. She was in most excellent target range, and I remember that a marine stationed in the top reported that he did not see any of the shots of the two ships, the Brooklyn and the Oregon, hitting the water. So I imagined from that that the water was striking the ship. It was on the trip outward after the turn. I was very anxious about the ranges, because I did not want the Vizcaya and the Colon to get out of good fighting range.

DEATH OF ELLIS.

"Ellis, who was an expert with the stadiometer, constantly kept that instrument in the vessels and, knowing exactly their heights, reported to me that they were maintaining the same range, but I thought my eye was a little more sensitive, and I said: 'No, they are evidently gaining.' He went from me the second time, and that was the last I saw of him alive. In performing this magnificent duty he lost his life. He was struck about ten feet from where I was standing. His brains and blood were thrown over a great many people, and some of it reached me.

"He immediately fell, of course, to the deck, and it was a shocking sight to men who had never seen such a thing before. Lieut. McCullough and Dr. Devlin got down, or rather they were standing between him and the tower. They picked up the body and carried it to the side. I just happened to see them through this opening, and called out to them not to throw that body overboard; that I thought that one who had fallen so gallantly deserved to be buried as a Christian. His body was laid under the left of the forward turret and covered with a blanket, and there kept until after the battle.

"Just before the Vizcaya turned to run ashore she put her helm starboard, apparently starting out for the Brooklyn or the Oregon. I don't remember which, and evidently at that moment got a very severe wound, for I saw quite an explosion under her bow, and in a moment afterward she put her helm back, and coming ashore, smoke coming from all over her hull, I thought she was going to capsize, she had such a tremendous list to port.

"PHILIP IS ALWAYS SENSIBLE."

"Just then I saw a shell strike her that appeared to me to rattle her fore and aft, and I thought to myself she would sink in deep water, so I told the signal officer to signal Texas to look out for her. I don't think I came down the Texas was too far away to receive the message. I made the remark at the time, however, 'Philip is always sensible. He needs no instructions about such things.'

"During this part of the fight I noticed that all of the signal halyards of my ship were cut. I think possibly one of the speed cones we had hoisted was cut and came down in front of me and went overboard. 'After the Vizcaya had turned in, her colors down, the Colon edged in shore and appeared to be following the contour of the coast, and I thought at that time that about slightly and then to settle down for the remainder of the narrative. The admiral told of the pursuit of the strange vessel, how he had met the Vixen and had some of the details of the battle, and how, when it was ultimately run down, it proved to be an Australian cruiser which was bound for Santiago to carry away neutrals before it was attacked by the American forces.

CALLS ON CERVERA.

Returning from this chase, Admiral Schley told of the passing the Iowa when he was hailed by Capt. Evans, who informed him that Admiral Cervera was on board and would like to see him. 'Now,' said Admiral Schley, 'I said that he went on board the Iowa, having in the meantime directed his men not to cheer, as he did not think it would be proper to exult over a foe who had fought and behaved so gallantly.'

ONE COMPARTMENT FILLED.

"There was a jingle to the rails and a vibration to the vessel, and I perceived that the motion of the ship was sluggish. I suggested to Capt. Cook that we possibly had one compartment filled. He sent the carpenter down, and it developed that one of the after compartments had filled with water, which we thought was due to the fact that we had received some injury below the water line. The carpenter, as well as the captain, thought it unwise to examine the compartment until we could get into smoother water, where we could possibly handle it more readily. That course was decided upon.

"The ship's speed, of course, came up with some rapidity, and toward 12 o'clock it was very apparent that we were making good time. I said to Capt. Cook: 'We are doing times during the action. Would it not be a good idea to edge in so that we could finish those fellows?' and he replied that we had them in the most excellent target range, and he was quite sure that the ships seemed to be doing most admirable work. We were pointing at that time for Tarquino Point, under Cape Cruz, at the point extending to the southward.

"I thought I would like to see him, a gentleman, but declined the proffer, only asking to be allowed to send a dispatch to his government announcing the fate of his squadron.

END OF THE BATTLE.

"I told him there would be no objection to that whatever," said the witness. "And that the admiral said, 'Good night, good night, good night.' I ended the battle of the 3rd day of July, 1898."

"I wish to add," he continued, "that I was very much impressed on that day and night by the conduct of the men who were engaged in this battle, fulfilled in the very highest and in the very noblest degree the traditions of the American navy."

REFERS TO TAYLOR'S TESTIMONY.

Admiral Schley next referred to the testimony given before the court by Admiral Taylor, who, during the Santiago campaign, commanded the Indiana. "Admiral Taylor," he said, "testified before that he saw the Brooklyn a mile and a half south of the line that day. Capt. Taylor's position was distant from that of the Brooklyn possibly four miles, and when the report of the Senate document, which is made that the movement of the Brooklyn in making the loop separated her by 800 yards from the enemy." Capt. Taylor was a member of the board which made that declaration. His evidence of 300 yards as testified to here, does not agree with that fact. Furthermore, the log-book of the Iowa for July 3, as printed in the report of the bureau of navigation, states that the Indiana saw the Brooklyn at a distance of 1,000 yards, and that it did not think Admiral Taylor was in a position to have been cognizant of the fact.

THAT FAMOUS TURN.

"I do not think the Brooklyn passed even within her tactical diameter when she made the loop. When she made that turn, I think she was at least 1,000 yards from the Vixen, her distance was a little less than 1,100 yards. After that range was given we had advanced a little, and when she turned around the leading ship, the Spanish fleet, at least the ship of that fleet west of us, was not over 800 yards away. That was my reason for that conclusion."

"GLORY ENOUGH FOR ALL."

The admiral said he was unable to recall a conversation with Capt. McCullough on July 3, when the latter had said to Admiral Schley, according to Capt. McCullough's statement on the witness stand, that there was glory enough for all. Admiral Schley said he had been given this sentiment as formulated and accredited to Senator Hale. "Senator Hale," he said, "expressed my feeling at the time, and I think it is a very noble sentiment. Speaking of this on this subject, Admiral Schley said: 'My report had been practically written. I do not think I added any material fact. It is as I wrote it on the way down to Montanama. I cannot recall Capt. McCullough's observations at all. In fact a controversy was not thought of at that time.'

ORIGINAL PLAN OF BATTLE.

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were more or less jammed. We steamed into a position of about a thousand yards. I remember distinctly Capt. Cook asking if we should slow up. I said, 'No, continue in.' Capt. Cook changed his course. We were all in fighting rig. We advanced to the vicinity of the Colon at 1:30. At the time she hauled her colors down I did not think she was over four miles from us. We were running then in the neighborhood of fifteen knots.

When the surrender took place I naturally felt interested in the vessels that were following. I was then on the bridge, and with glasses I saw three vessels astern. I could see the masts of two. I could see only the smoke of the third one. We lowered the boat and Capt. Cook went ashore. He said to me, 'Commodore, what are the terms of surrender?' I said to him, 'Inconclusive. Those are matters that the commander-in-chief must arrange. We can only accept an unconditional surrender.'

THE NEW YORK APPEARS.

At 2 o'clock and 23 minutes, about, the New York came up. I had made signals to her. I think she was quite half an hour in answering one of them. Of course, there was not very much breeze from the land. When she came up I made the signal to her that it was a glorious day for our country, and as soon as I could I went on board to see her. In the meantime, Capt. Cook, who had been detained some little time, started off to make his report, and went on board the flagship.

REPORTS TO SAMPSON.

"When he returned I took the boat and went on board myself. There I reported substantially what had occurred, the incidents and events of the battle, and the commander-in-chief, a group of officers who were standing on the opposite side came up to me and asked me of course everybody was interested for the details of this battle. I repeated them in a hasty way. Chaplain Royce of the New York came up and said, 'Commodore, your work is not over yet. The Resultate has just arrived. Capt. Eaton reports that there is a Spanish battleship on the coast, and the admiral wants to see you.'

"I went over and there found Capt. Clark in the presence of the commander-in-chief. I made some suggestion to him about the possibility of the 'Colon,' and said that I was prepared, if he had not come up, to have a force of fifty or sixty men, mechanics and marines, on board to take possession, to avoid anything like a monkeying with her. I said that because they were throwing something overboard, what afterward proved to be the breech-blocks, and I thought of the possibility of injuring her piping below—wounding her and so on.

SCHLEY MUCH ELATED.

"As soon as he mentioned to me to take the Oregon and go eastward and meet this ship which had been seen by the Resultate, I must say I felt some little relief, because I thought that after that admirable work of the squadron on that day, and the part that the Brooklyn and Oregon had in it, there was nothing that carried Spanish colors that we should have hesitated to meet."

After this story of the battle, told by the senior officer who participated in it, the vast audience which had listened for an hour in almost breathless quietude, broke into a murmur of applause, and then to settle down for the remainder of the narrative. The admiral told of the pursuit of the strange vessel, how he had met the Vixen and had some of the details of the battle, and how, when it was ultimately run down, it proved to be an Australian cruiser which was bound for Santiago to carry away neutrals before it was attacked by the American forces.

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## ONLY FIVE DAYS REMAIN.

In which to secure a scientific examination and expert advice absolutely free of charge. Drs. Shores & Shores' generous offer to examine free all sick people who applied during the month of October will positively be withdrawn Thursday night at 8 o'clock, Oct. 31st.—

FREE UNTIL NOV. 1st ONLY.

IF YOU ARE SICK AND AILING, WITH NO DEFINITE IDEA OF WHAT YOUR TROUBLE REALLY IS, THIS IS YOUR CHANCE TO LEARN FREE OF CHARGE JUST WHAT YOUR AILMENT IS. IF YOU KNOW WHAT THE TROUBLE IS, BUT HAVE DOCTORED IN VAIN THIS OPPORTUNITY GIVES YOU A CHANCE TO LEARN FREE WHY YOU HAVE NEVER BEEN CURED, AND WHAT CAN BE DONE FOR YOU. IF YOU ARE SICK AND TIRE OF PAYING DOCTOR AFTER DOCTOR FOR ADVICE AND TREATMENT THAT BRINGS NO RESULTS—EXCEPT AN EMPTY POCKET BOOK—MAKE IT A POINT TO COME TO DR. SHORES & SHORES PARLORS NEXT WEEK, AND DR. SHORES WILL EXAMINE AND ADVISE YOU FREE.

Dr. Shores are Chronic Disease Experts. Dr. Shores have had an experience seldom if ever given to other Medical Men, having treated PERSONALLY during the past fifteen years, in their various offices, over 200,000 cases of Chronic Diseases. You can secure their valuable services and learn the truth about your case free if you apply this week.

DON'T PUT IT OFF AND BE CROWDED OUT DURING THE CLOSING DAYS. COME TODAY. CONSULTATION WILL BE FREE FOR ANY DISEASE.



DR. A. J. SHORES.

DANGER SIGNALS.

Aches and Pains Are the Danger Signals That You Are Sick and Need Treatment.

Read the following symptoms over carefully, mark those you feel in your case, and send or bring them to Dr. Shores and they will tell you whether you can be cured FREE OF CHARGE.

The Head and Throat.

This form of headache is most common—resulting from congested blood—quickly cured with little cost by Dr. Shores' famous treatment. "Is your nose stopped up?" "Is your nose discharging?" "Is there pain in front of head?" "Do you have a sore throat?" "Do you have a lump in your throat?" "Do you have a lump in your neck?" "Do you have a lump in your chest?" "Do you have a lump in your stomach?" "Do you have a lump in your back?" "Do you have a lump in your arms?" "Do you have a lump in your legs?" "Do you have a lump in your feet?" "Do you have a lump in your hands?" "Do you have a lump in your fingers?" "Do you have a lump in your toes?" "Do you have a lump in your ears?" "Do you have a lump in your eyes?" "Do you have a lump in your nose?" "Do you have a lump in your mouth?" "Do you have a lump in your throat?" "Do you have a lump in your neck?" "Do you have a lump in your chest?" "Do you have a lump in your stomach?" "Do you have a lump in your back?" 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