

THE HERO OF MANILA

By This Name Admiral Dewey Will Ever Live in History.

Brief Account of the Battle of May 1, 1898—How the Olympia, the Admiral and the Men Who Fought with Him Will Be Received Upon Their Return Sept. 28.

ADMIRAL GEORGE DEWEY, the hero par excellence of the Spanish-American war, is expected to arrive at New York Thursday, September 28. He will be accorded a reception surpassing in spontaneity and grandeur anything recorded in American history. He will be received, officially, by the government of the United States, by the state of New York and the city of Greater New York, and by representatives from every state in the union; and millions of his fellow-citizens will be present to express by voice and action the esteem in which the victor of Manila is held by the common people of America. After the New York reception is over, the admiral will visit Washington, where the president and his cabinet will tender him a reception and present him with a sword of honor, voted by the congress.

THE BATTLE OF MANILA.

It Was Won Without the Loss of a Single American Life.

The story of the battle of Manila reads almost like a piece of fiction. On the morning of May 1, 1898, Commodore Dewey steamed into the harbor. His squadron consisted of the cruiser Olympia (flagship), Raleigh, Baltimore and Boston, and gunboats Concord and Petrel, and the revenue cutter McCulloch, with two transports. Here he met the Spanish fleet, consisting of the Reina Cristina, Castilla, Don Antonio de Ulloa, Isla de Luzon, Isla de Cuba, Gen. Lezo, Marquis de Duero, Cano, Velasco, Isla de Mindanao, some small gunboats and a transport. The total tonnage of the American fleet was 19,098 tons and that of the Spanish real fighting ships was 8,722 tons, but the latter had the support of heavy and well-mounted shore batteries. The result of the battle was the entire destruction of all the Spanish vessels and the silencing of the land batteries. Commodore Dewey did not lose a ship nor a man, while the Spanish lost

prise. The Olympia signaled: 'Prepare to engage the enemy,' and turned toward Cavite. As the Baltimore, following the Olympia, made its turn the battery of 9.2-inch Krupp guns on the lunette of Manila opened fire. 'The first shot passed over and beyond the flagship Olympia. This fire was kept up during the whole of the battle. As the Concord swung past Manila it fired two shells at the lunette battery. These were the only shots fired toward the city. Our squadron kept moving, the speed increased to eight knots, to the Spanish fleet at Cavite, six miles distant. When the Olympia reached a point about 5,000 yards from the Spanish position it opened with its forward turret guns, the only guns which could be brought to bear.

'The Olympia kept up this fire until a point was reached where our squadron could

observed issuing from its main escape pipes, showing that it was badly injured. 'Soon after it apparently lost control of itself, and one of the gunboats was seen to shove its bow around and point it to the westward, showing that its steering gear must have been injured also. 'It continued to maneuver, being turned by a gunboat for about half an hour, when it became stationary, and it was afterward found it had touched bottom and stuck. It and the various gunboats being under way and maneuvering without any order often bunched themselves in a way most satisfactory to the Americans, as with the proper distance all our guns could fairly hail projectiles aboard them without missing a shot. Several of the Spanish gunboats had lighters heaped with stone lashed on one side, with the idea of protecting the sides of the vessels from our projectiles.



THE LATEST PORTRAIT OF ADMIRAL DEWEY. (Taken at Naples, on the Cruiser Olympia, for Black and White.)

turn and pass parallel to the Spaniards, at a distance of about 3,000 yards. The Olympia was some 20 minutes under fire from the lunette battery, the fleet at Cavite, and the batteries on Sangley Point before it reached a position from which its fire could certainly be effective.

'As the Olympia turned to run parallel to the Spaniards at a distance of about 3,000 yards (nearly two miles from the enemy) the Baltimore, following in its wake, opened with its forward eight-inch guns, and the ships following opened as they reached the same point and could bring their guns to bear.

'The Raleigh was about 30 minutes under fire before it could fire in return. Each of the vessels of our squadron opened with all guns, following the example of the Olympia, as they came into position to do so.

'We swept by the Spanish fleet, heading to the westward, until we passed them and exchanged fire with the batteries on Sangley Point, turning in succession, with our heads to the northward, to avoid running on the shoal in front of the latter batteries.

'We then steamed across the front of the Spanish fleet, heading eastward, turned with our heads to the southward, and repeated the first maneuver of going to the westward, passing five times in front of the Spaniards, three times heading to the west and twice to

'Keeping up a terrible and well-directed fire our squadrons swept five times in front of the Spaniards, and then, under signal from the flagship, withdrew from action, going to breakfast as we got out from under fire of the fleet and the batteries of Sangley Point and Manila city. A conference was immediately held on board the flagship, where reports of expenditures of ammunition and casualties were verbally made to Admiral Dewey.

'It was with a feeling of the greatest astonishment, as well as of intense gratification, that we learned the squadron had expended only about one-third of its ammunition and had not lost a single man or received injuries worth speaking of. It was so incredible that the commanding officers stared at each other in astonishment.

'About ten o'clock it was seen that all the Spanish gunboats had run behind the arsenal of Cavite for protection; that the Reina Cristina was aground and in flames; that the Don Antonio Ulloa's and the Castilla's stern moorings had been cut; that they were swinging to the wind, and that the Castilla was on fire beyond control.

'A little after 11 o'clock a strange sail was seen coming up the bay, the Baltimore being sent to communicate with it. It proved to be an English vessel.

'Signal was made to go in and destroy the batteries. The Baltimore, from its posi-

teries on Sangley Point were silenced signal was made for the vessels to go in as close as possible and destroy all the Spanish men-of-war that could be found. 'The Petrel, by its light draft, was enabled to get a mile or so closer in than any of the other vessels. The Raleigh, having a clear field, fired a dozen six-inch shells into the Ulloa, sinking it at its moorings, and then firing into the arsenal and the town of Cavite wherever a Spanish flag could be seen. Shortly after one p. m. the Petrel signaled: 'The enemy surrenders.' 'At this time troops from the batteries on Sangley Point could be seen getting out of the batteries and running up the beach as fast as possible. While our squadron was sweeping down to the westward the first or second time a small steam vessel was seen to come out from behind Sangley Point and attempt to pass at full speed ahead of the squadron, apparently heading for our reserves.

'The Olympia immediately opened on it with its secondary battery and the Raleigh, which had been ordered to leave the main line of battle and attack anything which might attempt the destruction of the reserve squadron, sheered out of line and opened with its secondary battery. In a few minutes the small vessel turned toward the land, ran on the beach, and was deserted by its crew, sinking just as it struck the shoal water.

'While the destruction of the smaller vessels was going on by a boat's crew sent in from the Petrel, the Olympia got under way and steamed over for Manila, starting with no vessels to aid it. The Raleigh, Boston and Baltimore followed as soon as they could get their engines going, leaving the Concord, which had just joined the fleet after the destruction of the Isla de Mindanao and the Petrel to carry out the destruction of the remaining vessels.

'The Olympia succeeded in reaching Manila and anchoring in front of the city before any of the other vessels of the squadron could catch up to it.

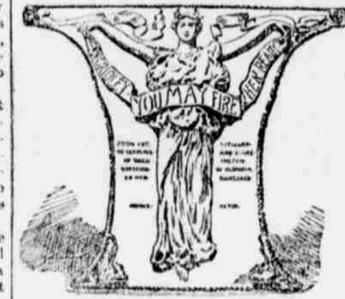
'One of the bravest things and prettiest sights that one could well imagine was the reserve squadron, by order of the admiral, running in and anchoring inshore of the Olympia. Communication was established with the shore by landing some of our people on board a neutral vessel, where our acting consul, Mr. Walker, the British consul, conferred with them and carried into Manila the admiral's ultimatum.

On May 2 Commodore Dewey cut the cable communication between Manila and Hong-Kong, destroyed the fortifications at the entrance of Manila bay and took possession of the naval station at Cavite. He demanded the surrender of the city of Manila, which was refused, but granted later on.

THE ADMIRAL'S CAREER.

He Gave Promise Early in Life of Becoming a Hero.

George Dewey is a veteran among the naval officers of the United States. He received his first experience under Admiral



TABLET FOR THE OLYMPIA. (To Be Presented by the People of the State of Washington.)

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.

He is now 62 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 Wallash, 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 Lieut. 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 Fort 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 struck directly under the guns of a battery which was one of the strongest of the 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.

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 light-house inspector, afterwards being the secretary of the lighthouse board. During 1882-'83 he commanded the Juniata on the Atlantic station.

In September, 1884, Lieut. 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 command 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 Capt. 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, 1898, when he was placed in command of the Asiatic squadron.

On May 7, 1898, Commander Dewey was promoted to be rear admiral and given the thanks of congress. Still later he was made full admiral by act of congress.

PRESENTS FOR THE HERO.

Some of the Treasures to Be Given to Dewey by the People.

Beside the sword that is to be presented to him by the nation, Admiral Dewey will on his return be made the recipient of many costly presents, among them a handsome piece of work for his flagship, to be presented by the citizens of Olympia and the state of Washington. It is a bronze panel, which will be placed on the forward turret of the ship, between the two big guns. It weighs 300 pounds, is four feet high, while its greatest breadth is 4 1/2 feet. Paul W. Morris designed the panel, under the direction of D. C. French. The panel will contain the historic legend: "Gridley, you may fire when ready," the words with which the battle of Manila was opened. Another is a decorative tablet, which measures about three by four feet in size, is something unique, the design being burned into prepared and polished white basswood by the application of heated irons, producing an effect of rich brown tones, combined with a slightly modeled surface that suggests wood carving.

Still another is the largest loving cup ever produced by the silversmith's art. It will be of solid silver, six feet high, or 4 1/2 inches taller than the admiral. Fifty thousand dimes, raised by popular subscription, have been used in its construction.

THE NEW YORK RECEPTION.

Three Million People Are Expected to Participate in It.

The Olympia, her admiral, captain and crew will be received September 28 by Rear Admiral Sampson, on behalf of the government, by the governor of New York, the mayor of the city, and other dignitaries. There will be a great naval parade up the Hudson river, banquets and receptions, and on September 29 there will be a great land parade, and governors by the score, from the east and the west, and the north and the south, surrounded by gaudily dressed staffs, will vie with each other to tell Dewey what the people of the land think of him.

And they will tell him pleasant things. They will tell him that he is the central figure of the Spanish-American war; that his was the only victory not tainted by character-destroying jealousy; that his diplomacy was as triumphant as his fighting. They will tell him that in spite of sensational newspaper correspondents, who would make a monkey of him in his common sense and his judgment of men and affairs. And all this homage will not turn his head, for Dewey is a true American who believes in the people and who knows that charlatanism and offensive jingoism are not American and that yellow journalism does not represent anything that is ennobling or commendable in our national life.

Preparations have been made for the entertainment of 3,000,000 visitors during the Dewey festival.

DEWEY TRIUMPHAL ARCH.

The Grandest Piece of Art Work Ever Conceived in America.

The contribution of the National Sculpture society to the Dewey celebration is the most notable of all. It will consist of an arch and colonnade to be erected at Madison square, free of cost, although the professional services of the artists engaged in the work represent an equivalent of from \$150,000 to \$200,000.

The arch is to be supplemented by a line of columns, enriched with sculptures. The arch itself is similar in general design to the great Roman memorial arches, particularly the arch of Titus. Its four great piers will have bas-relief decorations, and at their bases are to be large allegorical groups, personifying Patriotism, War, The Return and Peace. The figures of the columns, on either side of the allegorical groups mentioned, are to be portrait figures, from eight to twelve feet high, of famous American admirals and naval officers. The committee of the Sculpture society wrote to Secretary of Navy Long to suggest the names of eight heroes who he thought would most fittingly represent the navy. In reply he suggested John Paul Jones, representing the war of the revolution; Deatur, Hull, Perry and MacDonough, representing the war of 1812, and Farragut, Porter and Cushing, representing the civil war.

The spandrels over the main entrance, on the north and south sides, are to have bas-reliefs symbolizing the Atlantic and Pacific oceans on one side and the North and East rivers on the other, "thus," to quote from the committee's report, "to emphasize New York's position as the most important commercial city of the country." The two keystones of the arch are to be surmounted by great American eagles, which will probably be guided.

Above the wings of the eagles shall, it is suggested, be placed inscriptions, to be chosen by the celebration committee, in recognition of the services of Admiral Dewey. A novel feature of the design is a quadriga of sea horses, drawing a ship, surmounting the apex of the arch. At the prow of this ship stands a figure, symbolizing Triumphant Victory, with outstretched wings. This is one of the most striking portions of the entire structure.

The large surfaces above the minor arches on the west and east sides of the edifice are to be covered with designs in high relief, the subjects of which have not yet been definitely chosen, but for which allegories of "The Protection of Our Country" and "The Advancement of Civilization" are suggested. As for the large sculptured groups to be placed at either end of the colonnade, four in all, the committee suggests some such subjects as "The Army" and "The Navy" for one end and "The West Indies" and "The East Indies" for the other.

A suggestion has been made that arrangements should be perfected with one of the gas companies to have the columns of the colonnade topped with flambeau lights, and similar lights affixed to the corners of the cornice of the arch, while the arch itself should be illuminated with electric lights.

The arch is to be built of the same material as that used in the gorgeous decoration of the Chicago exposition, which, as experience has proved, is capable of withstanding the elements for at least a year.



DEWEY LOVING CUP. (Made from 50,000 Dimes Contributed by 50,000 Admirers.)

their entire fleet, commanded by Admiral Montojo y Trillo, and from 600 to 700 men.

STORY OF THE BATTLE.

Told in a Few Words by Capt. Coghlan, of the Raleigh.

Capt. Joseph B. Coghlan, who commanded the cruiser Raleigh during the battle, has furnished what is perhaps the best short account of the famous engagement. He says: "The Olympia, at about 11:50 of April 30, passed El Fraile rock, a small islet near the southern side of the entrance, upon which a three-gun battery of 4.7-inch Hotchkiss guns had been erected. Next passed the Baltimore in its line.

"The Raleigh came next and was abreast of the rock at 12:10 a. m. of May 1. As it swung into the wake of the Olympia at 12:13 a. m. the first gun of the operations in the east was fired by the Spaniards from El Fraile rock, the projectile passing over and between the Raleigh and Petrel. About a minute after a second shot was fired from El Fraile in about the same direction.

"The Raleigh then, at 12:15 a. m., at a distance of about 800 yards, fired the first shot on the American side in the Philippine campaign. El Fraile battery continued firing as the squadron passed, the Concord and Boston firing as they came by.

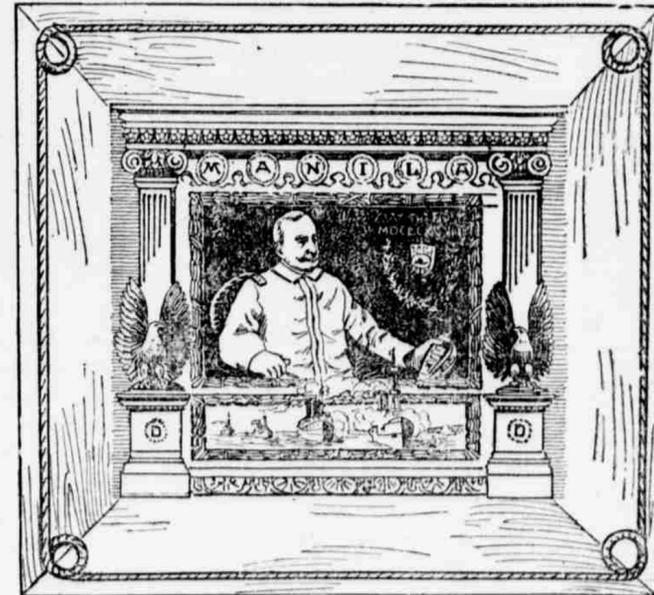
"In all about six shots were fired at the main body of the fleet, and answered by about the same number. As the McCulloch came into line it also fired several shots from its three-inch field guns, with which it had been supplied by the Raleigh and the Baltimore. Signal was then made for the reserve squadron to come up on the port side of the main squadron, also asking if everything was all right. The McCulloch answered 'O. K.' The fleet being by the batteries and over the mines a speed of four knots was signaled.

"The whole squadron passed up the bay at this speed, steering to avoid the shoals on the southern side of the bay and expecting to be about eight miles from Manila at daylight. It was a night of the most strained suspense. Signal lights were being shown from all along the southern side of the bay, showing that the squadron's movements were being observed and reported.

"The crews of the various vessels were ordered to lie down alongside the guns and get what rest was possible. Moving slowly up the bay the squadron was in front of Manila at five a. m., daybreak. It was immediately seen that none of the Spanish fleet was in that vicinity.

"A signal gun far off to the right disclosed the Spanish vessels moored in Canacao bay, close to Cavite, the naval arsenal.

"It was immediately noted by the firing of the vessels and the movements of the boats among them that they were taken by sur-



DEWEY TABLET IN BURNT WOOD. (To Be Presented to the Admiral by the Citizens of New York.)

prise, at each turn gradually edging nearer to the Spanish vessels. On the last run the Raleigh fired with its guns elevated to 1,400 yards, at which distance all of the secondary battery was also brought into play.

"During the second run to the westward two explosions took place in the water about 200 yards to the northward of the Spanish fleet. These explosions were supposed by all hands, from the general appearance of them, to be powerful mines.

"During the second run to the westward the Spanish flagship, Reina Cristina, got under way and steamed about the anchorage, evidently to avoid punishment. The various Spanish gunboats or smaller vessels followed its example. The Reina had been under way but a short time when steam was

tion being nearest in, was ordered to lead. The Concord was directed to go in and burn the transport steamer Isla de Mindanao. The Baltimore, being some distance from the main squadron, was able to get into action some time before the other vessels of the squadron could get up. It attacked in the most gallant manner, stopping at one time directly under the battery at Sangley Point and pouring in a terrific fire.

"The Olympia, Raleigh and Boston followed in as fast as they possibly could, opening on the batteries as their guns could be brought to bear, driving the Spanish troops out of the fortifications and silencing everything in that vicinity. During the second part of the engagement the batteries at Manila remained quiet. As soon as the bat-