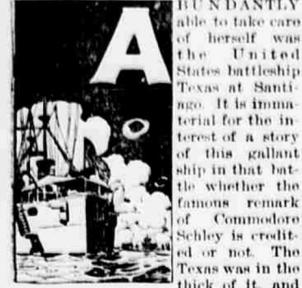


# THE TEXAS IN BATTLE

### CAPTAIN PHILIP'S GALLANT SHIP IN THE ORDEAL AT SANTIAGO.

A Blockading Duel With Spanish Batteries—Narrow Escape Which Proved the Texas a Lucky Ship, Good Execution of Her Guns.

(Copyright, 1899, by G. L. Kilmer.)



ABUNDANTLY able to take care of herself was the United States battleship Texas at Santiago. It is interesting for the first time in the history of this gallant ship in that battle whether the famous remark of Commodore Schley is credited or not. The Texas was in the thick of it, and she came out in first class fighting trim with the other winners.

The Texas, it will be remembered, went to the seat of war with a bad reputation. She had had accidents without number in and out of dock and one night sank as she lay in moorings. When she put to sea, the last civilian, a Brooklyn woman, to shake hands with Captain Philip had the ill sense to remark to him that she had also been the last to shake hands with the captain of the ill-fated Huron, which went on the rocks in North Carolina. Captain Philip said that this incident recurred to him only once in the war, and that was at a trying moment in the Santiago fight.

But the Texas had no ill luck. She had extraordinarily good luck. For instance, in her duel with the batteries at the mouth of the harbor some days before the great fight she was fairly struck by a shot which, by all the rules about projectiles, should have finished her, yet she came out chuckling over her escape. It was a 6 inch shell which struck her at the end of her duel with the Socapa battery, the last Spanish shot fired and the only one that struck the ship. The shell burst through plating, 1 1/2 inches thick, tearing a jagged hole, passed through the compartment and struck a heavy steel stanchion, cutting a piece a foot in length entirely out of it. At this stage the shell burst. Two of the larger fragments struck the starboard side, bulging the stout plating to the depth of several inches, then swept along the side of the ship, cutting entirely through one of the heavy iron beams which form the frame and are as solid as a railroad rail. A shower of smaller fragments landed all over the starboard side of the compartment, cutting off rivet heads, plowing the deck and plating and distributing some wounds. One man was blown to pieces, and eight were more or less hurt.

A dense smoke caused by the explosion of the shell paralyzed a four gun battery for a time, and if the damage had come in a battle crisis it might have had fatal results.

The first striking incident of the battle to those on the deck of the Texas was the picturesque procession of Cervara's ships. Said an officer to Captain Philip, "They certainly mean us no harm," referring to the huge Spanish battleships lying defiantly aloft.

A lieutenant on the Texas looked at her bare masts and exclaimed, "Where are our battleflags?"

"They won't have any misconception about our being in battle," said the captain dryly.

"Yet what is a battle without battleflags?" persisted the lieutenant and gave orders to have them run up.

It transpired that the flags were locked in a locker and the quartermaster who had the key was just then out of reach. "Smash the locker, then," shouted the lieutenant to the messenger who brought the information on deck. The locker was smashed and the battleflags hoisted aloft to stay.

It was the Teresa, the bold Teresa, with the largest and most defiant battleflags, which first felt the weight of the Texas metal. At first the Texas steered to meet the Spanish flagship at the mouth of the harbor, but the Spaniards turned rapidly westward, compelling Captain Philip to change his course. At that moment the Brooklyn was steaming northeast, making the famous loop, and it was then for a moment that the captain of the Texas felt more alarm than at any other stage of the battle and recalled the ominous words of his injudicious caller at the navy yard dock. All the ships were firing, and the smoke was so dense that nothing could be seen beyond the ship's sides. Suddenly there was a lull. The Brooklyn had fired all her guns on one side and was waiting to bring the other side to bear—the same with the Texas, and a breeze lifted the clouds hanging over the scene. Then Captain Philip saw, bearing toward the Texas and plunging on at a tremendous speed, the Brooklyn. The apparition took his breath away. "Back both engines hard!" was the quick order, and the mammoth Brooklyn swung and glided past before half a dozen of the ship's company on either vessel knew what had seemed imminent.

Captain Philip said that he wanted to fool that woman if possible, but he had felt for a second that he'd have to give in. She was a Brooklyn woman and spoke the hoodoo words in Brooklyn. It was the cruiser Brooklyn which seemed fated to make the hoodoo terribly potent, but the hoodoo on the Texas was off.

Although early and heavily engaged, the Texas fired less than one-half the number of shots expended by some of the ships. Captain Philip says that the orders he gave that no shots be fired except on a good target were carried out

to the letter. The gunners waited for the smoke to lift before firing and took care to place their shots well. The Texas could have fired a 12 inch shell every minute and a half, but she fired only a few and landed two of them with terrible effect in the enemy's sides.

The first close fighting of the Texas was with the Oquendo. One of the shells of the latter burst over the Texas, doing little serious damage beyond setting fire to the woodwork of the superstructure. But the next shot was better aimed and only narrowly missed making good the reputation of the ship for ill luck. It was a 5.5 inch shell and pierced the starboard bulkhead underneath the bridge. The first obstacle met with was that part of the deck structure called the hammock netting, which surrounds the smokestack. This is of steel. Turning over, the shell went through the hammock butting sidewise, then struck a heavy steel door, tearing off the upper half. This last obstacle exploded the shell, and it hurled all its fragments into the ash hoist and through a fourth wall of steel plating around the smokestack. The larger fragments went through the stack, and the smaller dropped in showers below. Smoke, steam and ashes in volumes, clouds and showers followed in the wake of this agile missile, and for a time the men on the Texas thought their hour had come. Those forward believed the after gun had exploded, and those aft and amidships supposed that the boilers had been pierced. The fire and smoke forced up from below led the other ships of the fleet to suppose the Texas had met with disaster.

One credit the sailors of the Texas claim for their gallant ship, and that is that it was a 6 inch shell from her guns which blew up the destroyer Furor. After the confusion which followed the visit of the inflammable shell and its rambling companion Captain Philip saw that the battle lay between the Vizcaya and Colon and the American ships. The Teresa and Oquendo were seeking the beach, plainly out of the fight, and the Vizcaya was leading the chase westward, with the swift Colon on the inside. When the Texas finally passed abreast of the Oquendo, the Spaniard ran up the white flag to escape further punishment. Captain Philip gave the order to cease firing and with the best speed of the Texas followed the Oregon in her chase after the two remaining Spaniards. At this time and until the end the Texas closed the line on the east, and if the enemy had turned about to regain Santiago they would have had to settle with Captain Philip and his gunners first. When the Vizcaya veered toward shore, the Brooklyn and Oregon left her to her fate, but kept on after the Colon. The Texas did not fire upon the unfortunate Vizcaya, for she was in flames, and it was only a question of time for her surprising activity to cease. She was pluckily firing all the time. Finally the Texas drew up on the Spaniard, and her stern flag was quickly hauled down. Then two fearful explosions seemed to tear her to pieces. This was the time when the gallant Philip said to his men: "Don't cheer, boys. The poor fellows are dying." Some of the unfortunates had been hurled into the water, while others had leaped overboard in despair.

The chase of the Colon closed the drama of the day, and the part of the Texas in that affair has not been clearly understood. Again she closed the line and was ready to dispute with the powerful Spaniard the road back to Santiago in case the latter should turn to evade the Brooklyn and Oregon. All depended ultimately upon the Oregon. She alone was a match in speed and maneuvering for the Colon. If she met with accident, the Brooklyn was no match for her antagonist, although she would have fought to the death.

Captain Philip says that the old Texas actually gained on the Colon. There was but little firing on either side. For fully two hours the struggle was a test of speed and determination. The Colon was making for jutting headlands, and the Brooklyn lay off her

bow, ready to attack should she attempt to get to sea. Next came the Oregon, closing another gap to the sea, and lastly the Texas, to prevent a retreat. When the Colon surrendered and ran on the beach, the three American ships steamed alongside of her quite simultaneously.



CAPTAIN J. W. PHILIP, (Battleship Texas.)

The Texas was handicapped in the fighting by the smoke of her own guns. This was rolled back by the light breeze prevailing. The blasts of gas from the 12 inch guns was powerful enough to force down the deck and bend the supporting stanchions beneath them. There were two 12 inch guns on the ship, and several of their shots landed on the Spaniards. In the fight with the destroyers the Texas poured in shots from 13 guns 2,700 yards. She fired during the day 835 projectiles.

George L. Kilmer.

The Hottentots, now one of the lowest species of mankind, were ages ago one of the most highly civilized.

# TRIP TO SULU ISLANDS

### American Officer's Description of What He Saw There.

#### FRIENDLY ATTITUDE OF NATIVES.

Captain J. P. Sanders, Who Visited Jolo, the Principal Island, Says We Will Have No Trouble There—Customs and Unique Dress of the Moros—A Native Dance.

A letter was recently received at Helena, Mont., from Captain J. P. Sanders, who is on the staff of General Otis at Manila, containing a description of his trip to the Sulu islands. Captain Sanders and Colonel Potter were sent on the steamer Butuan by General Otis to ascertain the situation there and the attitude of the natives toward the Americans, says the New York Sun. Captain Sanders anticipates no trouble there whatever. He arrived at Jolo, the principal island, on May 28. Two battalions of the Twenty-third infantry are in charge there. Captain Sanders says:

"We were presented to the local chief and to several others of the party and invited them to witness the battalion parade. The band of the Twenty-third infantry struck up, and the companies formed in line, greatly, I imagine, impressing our visitors. The



THE SULTAN OF SULU.

American soldier is all for business, nothing for show, and his stature and self-consciousness of strength appeal strongly to these people, and they unconsciously show it when our troops appear. I think that parade did much toward establishing friendly relations. "After dinner they all came to Captain Pratt's headquarters. It was dark, and a lamp cast a dim light about the room. We were seated at the table, the chief and secretary on the right and left of Captain Pratt and their retinue standing up in the dim shadows behind. It was a picture I shall never forget. The secretary was dressed like an American save that he wore a fez and a white skirt. The chief was dressed in a skin tight costume of black silk, thickly covered with gold embroidery work, with a showy sash and beautifully made turban. Through his sash stuck his barong, the envy of us all.

"It had an elaborately carved onyx handle. The grip was of pure gold and richly carved and the blade of finely etched steel. The retinue behind, some in the costumes of the Moros, others seemingly right from the plains of Arabia, presented a most picturesque sight. Some of them were in fact recently from the Red sea, traders wandering off to these tropical islands.

"With Mr. Schuck as interpreter the interview began. The secretary first informed us that the sultan was sick at Siasi, otherwise he would have come to pay his respects. The sultan hoped the Americans would be friendly to his people and he expressed his gratitude to them for having driven out the Spaniards. He assured us that had the Americans not come, it was his intention to hunt them up even if he had to go so far away as Singapore to find us. This remark, as did many others, impressed me with the fact of their utter ignorance of us as a nation.

"Finally, he said the Sulu islands were but small and his people very poor, and he hoped the United States would not claim sovereignty over them. In reply Captain Pratt, avoiding political questions, expressed his regret at the illness of the sultan and said the United States would certainly befriend them, but that he could not say what the intentions of the government were as to taking the islands. Colonel Potter thought it safe to add a little more, and the captain then said that if we did maintain sovereignty they would enjoy such liberty as their conduct warranted, all of which evidently pleased the secretary and chief.

"Moros are altogether unlike the Filipinos. There is no striking feature about the Filipinos that rivets one's attention, but the Moro fascinates and interests you from the start. He is of a rather diminutive size, a sinewy, lithe fellow, broad shoulders and thin legged, with boldness, defiance and lightness in every movement of his catlike tread. His dress is unique and has just enough of the Arab's costume about it to bring one's visions of the sandy desert, even amid these tropical lands. With skin tight trousers, buttoned from knee to ankle, short blouse cut off at the waist, bare chest, gaudy sash, in which is carried his murderous barong or kris, and gayly colored turban, he is a most curious and picturesque personage, essentially a fighting man, head hunter and a most formidable enemy. He detests work and subsists on fruit, fish and cattle, fights and hunts constantly, compelling captives of other tribes to do all menial labor. Slavery exists among them, each tribe warring with its neighbor and the stronger holding in abject slavery the vanquished. His religion

permits him four wives, who never live with him, but in neighboring huts. They are a tidewater people, whole communities living together in huge nipa huts built far out from shore above the sea and connected with the land by rickety, insecure bridges of bamboo. I crawled ashore on one and could not but think the slinkiness studied, in order to make a surprise from land more difficult."

Describing a native dance, he says: "A feeble old man stepped into the circle of crouching Moros and laid a spear on the floor. The pots struck up a wild discord, and from a slow shuffle he rapidly worked himself into a veritable frenzy. From decrepit old age he was for the time transformed into defiant, lusty youth, and, seizing the spear, attacked imaginary foes all around the vacant space. His gyrations plainly told the story of discovery of his enemy, the death struggle, the victory and, with vicious slashes of his barong, the decapitation of the vanquished. Next two boys danced an imaginary spear contest, which showed clearly as they wrought themselves up how utterly cruel and heartless they must be in actual war."

### DRAWING ROOM FARO.

#### Said to Be a Favorite Recreation in Some Cincinnati Homes.

Appropos of the recent efforts of the police to suppress gambling in Cincinnati it can be stated that the tiger unsheds his claws at regularly stated intervals in a number of fashionable homes on Walnut Hills, although the police have never had the slightest inkling of it. Faro is dealt by dainty hands from a silvered box, and the cheerful call of the dealer, "One turn and a call, ladies and gentlemen; place your bets!" is heard as often as the cards in the faro box are reduced in number to four.

This game is for an exceedingly small limit, but is nevertheless faro and is dealt at some of the most exclusive homes on the hills, says the Cincinnati Enquirer. It was started in this wise: A gentleman, a resident of Park avenue, while strolling along one of the streets in Cincinnati some months ago was attracted by a faro layout in the window of a pawnshop. The faro board, with all the cards, from ace to king, was there, the faro box, the check rack and checks and the case keeper. The gentleman bought the whole layout, carried it home and soon introduced the game of faro. A regular club now meets at least once a week on Walnut Hills, and the host and hostess act as bankers. The checks are sold at a small price per stack, but one lady triumphantly announced that she had won \$4.70 during an evening's play recently. The percentage of "splits," as is usual in faro, goes to the dealer, and in this manner, although some of the guests may win and others lose, the bank is rarely hit very hard.

The hostess usually occupies a lookout chair, seated where she can overlook her husband, while he manipulates the cards and pays or takes the bets. The "faro" game is fast assuming the proportions of a fad with those who have adopted it, and it is said if many more persons are admitted to the club another layout will have to be purchased.

### HORSE SHOW AT PARIS FAIR.

#### International Exhibition to Be Held in September, 1900.

One of the most attractive features of the Paris exposition of 1900 will be the international horse show, which, according to the programme issued by the French authorities, will open on Sunday, Sept. 2, 1900, and close on Monday, Sept. 10, following. The prize list is a liberal one, the amount of added money being \$110,000, in addition to a number of medals, and as there are many classes for foreign breeds it is expected that a large entry will be obtained from the United States and England.

The show is to be divided into seven sections, says the New York Sun, the first being for thoroughbreds, pure bred Arabs and Anglo-Arabs, with over \$12,000 in prizes, the first prize for thoroughbred stallions being \$1,200 and that for thoroughbred mares \$800. The second section is for bays, the third for trotters of French, American and Russian breeds; the fourth for half breeds, including classes for the English hackney and Cleveland; the fifth for ponies, the sixth for cart horses and the seventh for donkeys. There will also be a number of champion prizes, those for thoroughbreds being \$1,200 and \$750 in value, and the show will be confined to stallions and brood mares, the date of entry being June 1, 1900.

Officers of the United States commission at the New York office say that full particulars can be obtained by addressing the director of agriculture of the Paris exposition at Paris.

### Millionaire Private Davis.

Roscoe Wells Davis, the millionaire sheep man of west Texas, who rode 185 miles on horseback to reach the railroad station at Marfa in order to come to San Antonio and enlist in the Thirty-third infantry for service in the Philippines, was admitted to Company D of that regiment the other morning and now wears the uniform of the country as a private, says the Cincinnati Enquirer. Davis has a tremendous estate, stretching over three counties, filled with thousands of sheep. He had sought to enter Roosevelt's famous Rough Riders, but was rejected at the time because of a physical ailment.

### Putting Collateral Up.

Com Paul tells England that he will blow up every gold and diamond mine in the Transvaal the moment war is declared, says the Kansas City Times. That will come pretty near making John Bull stop to think.

### HORSELESS CARRIAGES.

#### Effect They Will Have on the Pavements of the Future.

In view of the wide development in the form and large increase in the number of horseless carriages which is now looked for, the effect produced by the general use of motor vehicles upon the problems of street paving, maintenance and cleaning is now being attentively considered, says the St. Louis Globe-Democrat. The municipal engineer admits that at present the effect of the horse's hoof on paved surfaces is one of the most serious difficulties by which he is confronted. If an effectual method of destroying our streets were desired, it would be hard to devise anything better than the hammering, cutting, twisting and grinding of the hoofs of a horse's feet.

A ponderous draft horse, for instance, weighing close to a ton, with feet shod with heavy, sharp cornered iron plates as a traction base, pounding, denting and scraping from morning till night, is a most efficient engine of destruction. This factor necessarily affects all paving construction. It is the only justification of the granite block pavement, with all its variations. Asphalt, paving brick and the other modern pavements are greatly modified by the necessity of guarding against the destructive action of the horse's hoof.

The repairs required by the modern pavement are due to this cause even much more than to the iron tired wagon wheels, with their angular edges. The hardest granite blocks grind off until too uneven for use and must be resurfaced with asphalt or relaid. Paving brick is apt to go to pieces suddenly, especially where there is the slightest softness. Under the pounding of the feet of the horse macadam streets and roads are maintained in tolerable condition only by dint of closest attention and repairing, and the same destructive agency finds out all the weak spots in the asphalt.

T. Conyngham, in discussing the subject, even anticipates the possible legal prohibition of horses on our business streets. He regards as an early development the abolition of granite and stone blocks in all their forms. Paving brick may be laid on lighter foundations and with greater smoothness. Asphalt, above all, will be the predominant pavement, perhaps more lightly laid and at less cost; macadam and gravel rolled as smooth as possible will remarkably promote ease of travel, and even an ordinary dirt road, properly graded, rolled down and drained, will be efficient and tolerable in all except the very worst of weather.

### TREES BY THE ROADSIDE.

#### Must Not Be Placed So as to Exclude Wind and Sun.

Country roads can be made far more useful and attractive than they usually are, and this may be secured by the expenditure of only a small amount of labor and money. Although such improvements are not necessary, they make the surroundings attractive and inviting and add to the value of property and the pleasure of the traveler.

Not only should brush and weeds be removed from the roadside, but grass should be sown, trees planted and a side path or walk be prepared for the use of women, children and other pedestrians going to and coming from church, school and places of business and amusement.

If trees are planted alongside the road, they should be far enough back to admit the wind and sun. Most strong growing trees are apt to extend their roots under the gutters and even beneath the roadway if they are planted too close to the roadside. Even if they are planted at a safe distance those varieties should be selected which send their roots downward rather than horizontal.

The most useful and beautiful tree corresponding with these requirements is the chestnut, while certain varieties of the pear, cherry and mulberry answer the same purpose. Where there is no danger of roots damaging the substructure of the road some other favorite varieties would be elms, rock maples, horse chestnuts, beeches, pines and cedars. Climate, variety of species selected and good judgment will determine the distance between such trees. Elms should be 30 feet apart, while the less spreading varieties need not be so far. The trunks should be trimmed to a considerable height, so as to admit the sun and air. Fruit trees are planted along the roadsides in Germany and Switzerland, while mulberry trees may be seen along the roads in France, serving the twofold purpose of food for silkworms and shade. If some of our many varieties of useful, fruitful and beautiful trees were planted along the roads in this country and if some means could be devised for protecting the product, enough revenue could be derived therefrom to pay for the maintenance of the road along which they throw their grateful shade.

### Good Gravel Mixture.

A gravel mixture containing ten parts of pebbles ranging from an eighth of an inch to an inch in diameter, six parts of sand and four parts of clay is said to be an excellent material for surfacing roads. Experiments have shown that this combination as a whole will neither "run" nor crumble under the wheel of a wagon—pneumatic.

### Road Notes.

Repairing a road saves rebuilding. A muddy street may look like "hasty pudding," but it's hard to stir about in. The good roads movement is moving and in the right direction.

Would you be willing to have the public judge you by the character of the road in front of your house? Call your neighbors together and devise some way for making the roads good in your vicinity.

Governor Johnston of Alabama has just granted a unique pardon to John Boston, a negro, of Russell county. Boston was serving a term for stealing chickens and the governor granted him a pardon upon condition that for twelve months he should not buy, steal or eat another chicken or any portion thereof.

In France advertising posters must bear revenue stamps, varying in value according to the size of the paper. A man who affixed a 15-centime stamp on a poster which should have had only a 5-centime stamp has just been fined 125 francs, or \$25, for the offense.

### New Inventions.

The U. S. Patent Office issued 379 patents to American inventors the past week, and of this number 88 were able to sell the whole or a part of their inventions before the patent was issued.

Amongst the prominent firms to purchase patents were the following:

New Britain Machine Co., New Britain, Conn.  
Syracuse Chilled Plow Co., Syracuse, N. Y.

Ellwood City Gas Engine Co., Ellwood City, Pa.

Dietrich Gear Co., New York, N. Y.

Winslow Bros. Co., Chicago, Ill.

Eastman Kodak Co. of New York.

General Electric Co. of New York.

and the Manhattan Brass Co., New York.

Inventors desiring a free list of manufacturers of a certain line of goods may obtain the same in addressing Sues & Co., Patent Lawyers and Solicitors, Bee Bldg., Omaha, Neb.

When a miner gets down to business he lowers himself in the world.

\$18 buys new upright piano, Schmolzer & Mueller, 1313 Farnham St., Omaha.

If all our wishes were gratified life would soon become monotonous.

The church's best ornament may be rats in the pews.

**Ayer's Pills**  
Does your head ache? Pain back of your eyes? Bad taste in your mouth? It's your liver! Ayer's Pills are liver pills. They cure constipation, headache, dyspepsia, and all liver complaints. 25c. All druggists.

**BUCKINGHAM'S DYE FOR WHISKERS**  
Want your moustache or beard a beautiful brown or rich black? Then use the BUCKINGHAM'S DYE FOR WHISKERS. Sold by Druggists or R. P. HALL & CO., MANHATTAN, N. Y.

**TOWER'S FISH BRAND POMMEL SLICKER**  
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**H. A. Co., Omaha (S) W. N. U. No. 30 1899**

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