# BATTLESHIPS IN ACTION.

## WHAT HAPPENS DURING AN ENGAGEMENT AT SEA.

### Stories of the Chilean-Peruvian Fight and the Battle of the Yalu Told by Eye-Witnesses.

The most remarkable sea engagements of the past twenty-five years were fought off the west coast of South America and in the Yellow Sea. The earlier conflict, known as the Battle of the Angamos or Mejillones, was the single-handed fight of the Peruvian single-turreted ram Huascar against three Chilean ships—the casemated, sea-going ram Almirante Cochrane, the corvette O'Higgins and the armed transport Loa. It was a tremendous struggle against odds, but the splendid intrepidity of Admiral Grau and his officers won the enduring gratitude of Peru and the unstinted praise of the victors.

The battle was fought on the morning of the 8th of October, 1879, off the northern boundaries of Bolivia. In the beginning it was a duel between the Cochrane and the Huascar, and the first shot was fired by the latter when 3,000 yards distant. It was a miss, but the second shot ricochetting ahead of the Cochrane, entered her unarmored bows, and after smashing the galley, fell on deck without exploding. At a distance of 2,000 yards the Cochrane opened fire, and then it was a hammer an anvial—a veritable devil's tattoo of bursting shell. One of the first shots penetrated the Huascar's armor, and, exploding, entered the turret chamber, where it killed and wounded twelve men, and so jammed the turret trucks that they were rendered useless for a season. Within half an hour after the beginning the conning tower of the Huascar was struck by a shell, which exploded and blew Admiral Grau to pieces, only one foot and a few fragments of his body being recovered. He was fighting as usual, for he had been often under fire, with his head and shoulders exposed above the tower, and the shell probably hit him in the waist. The concussion of this hot killed Lieutenant Diego Ferre, the Admiral's aid, who was standing at the fighting wheel. When subsequently examined, no single wound was found upon his body.

DEATH AND DESTRUCTION.

The death of the Admiral did not cause the combat to cease, and one after another of the officers took command until this devolved upon the fourth officer, Lieutenant Pedro Garezon. Death and destruction were everywhere. The ship was a shamble, a mere fighting log, rolling in the water. But even then these gallant Peruvians refused to surrender. Garezon called a council of the surviving officers and sent one of the juniors to the chief engineer with orders to sink the vessel by opening her valves.

Lieutenant Mason of the United States Navy, who has written a very graphic account of this war, states that Chief Engineer McMahon and his assistants succeeded in partially accomplishing this by opening the circulating valves of the condensers; but while they were at work on the bonnet of the main injector valve Lieutenant Sampson of the Cochrane, who had boarded the hulk, interfered with revolver in hand. While this was going on below some of the men forward crawled up through the fore hatch and by waving towels and handkerchiefs caused the Chileans to cease firing. The flag was then hauled down, unknown to the officers and without their consent. It was a gallant fight, a bitter one, and it is no discredit to the Chileans engaged that in the admiring plaudits of the world the vanquished were the victors.

To those who picture the glory of naval warfare this description of the Huascar's condition may be of interest. "The scene," writes Lieutenant Mason, "on board the Huascar was terrible. There was hardly a square yard of her upper works that did not bear marks of having been struck with some species of projectile. Her smokestack and conning tower were nearly destroyed, her boats were gone and davits either entirely carried away or bent out of all shape. Her mast was riddled and port chain carried away, but, strange to say, no rigging was cut. The bulwarks, poop, forecastle and hatch coamings were much injured. The capstan was struck and knocked overboard by a shot.

"The Chilean fire must have been extremely accurate, a fact which is not surprising, as the Huascar was reduced during the latter part of the fight—in fact, from the time the Cochrane took up her position on her quarter—to little more than an armored target. Below, the scene was much more terrible. Everywhere were death and destruction, caused by the enemy's large shells. Eighteen bodies were taken out of the cabin, and the turret was full of remains of the two sets of guns' crews.

"The light woodwork, ladders and bulkheads were all destroyed. It was claimed that many valuable documents were captured. Among the papers found were complete working drawings of the Blanco and Cochrane. The ship's log and steam log had disappeared. It is claimed that they were burned in the furnaces with many other documents. The total duration of the action was ninety minutes. During this time the Huascar lost or had disabled her Commander and three next senior officers, besides twenty-eight officers and men killed and forty-eight wounded out of a crew of about 200. She had her steering gear disabled three distinct times by the enemy's fire, was set on fire in eight different places, had her turret jammed, her right turret gun disabled and her light guns and gatling unmanned."

The remains of Admiral Grau were interred by the Chileans at Santiago with full military honors, and throughout South America solemn masses were celebrated for the repose of his soul. His record was an extraordinary one, for he was one of the most skilled sailors and sea fighters of his day. He had been often in action, and his conduct endeared him alike to friend and foe. As an example of his disinterested patriotism, it may be set down that he donated all his prize money due him from his several captures to the fund for carrying on the war. In that war two sailors' names stand out—Admiral Miguel Grau, the Peruvian, and Commander Arturo Prat, of the Chilean Esmeralda, who sword in hand and almost alone jumped to the deck of the Huascar in a vain attempt to board. He fell at the foot of the turret, and his unsurrendered sword was turned over to Grau, who, like him, was soon to find that the path of glory leads to the grave.

THE FIGHT IN THE YELLOW SEA.

Although the battle of the Yalu, fought on September 17, 1894, is the only modern sea fight wherein the new weapons were employed, the conclusions drawn from it are singularly unsatisfactory. Owing to the character of the contest naval officers the lessons—except in the reassertion of the unquenchable vitality of the great underlying principle, the supreme importance of battle ships—were not such as would have been taught by a conflict between any two great Western Powers.

Give the same fleets with different civilizations controlling, many vexed problems of tactics and construction might have been solved; however, no Western Powers could more have emphasized the value of sea power and the necessity of preparing in peace for the demands made by the suden, sharp and short warfare of modern times.

Two fleets were engaged, the Japanese consisting of twelve ships, the Chinese of ten, and these included coast defence vessels, armored cruisers, protected cruisers, cruisers, gunboats and a very few torpedo boats. Admiral Ito, the Japanese commander-in-chief, flew his flag on the Matsushima, and Admiral Ting Ju Chang, a gallant and spirited officer, carried his on the Ting Yuen.

The day was beautiful, a light haze resting on the smooth water and flocks of clouds drifting high against the blue of the upper skies. The official account of the battle shows that smoke was discovered by the anchored Chinese fleet to the southward about 10 a. m., and that Admiral Ting got his squadron under way in line of battle.

The two battleships were in the center, the smaller ships on the flanks while the two torpedo boats and their consorts lay at a considerable distance under cover of the fleet. At slow speed the Chinese vessels steamed to meet the approaching ships of the Japanese moving forward in column of ships, the first squadron, consisting of the Yoshino, Takachino, Akitsuchima and Naniwa, in the lead.

At first these vesesls headed for the center of the Chinese line, but on approach they gradually altered their course so as to cross its front and pass beyond and around the right wing. A similar evolution was performed by the main squadron, which consisted of the Matsushima, Chiyoda, Itsukusshima, Hashidate, Hiyel, Fuso and Akaji.

THE ENGAGEMENT.

From the Japanese fleet the Chinese vessels appeared to be formed either in an irregular line or enchelon, and it was recognized that the Ting Yuen and the Chen Yuen were in the center, with the sister ships Ching Yuen and Chi Yuen, Lai Yuen and King Yuen on either side and the other inferior ships on the flanks. During the approach two Chinese ships were seen on the port bow, well off the right flank.

When the leading vessels were still separated by six thousand meters the Chinese opened fire, but their adversaries kept on silently until they were distant three thousand meters, when simultaneously they opened and sustained a most vigorous fire. It is unnecessary to go into the details of the engagement, though it may suffice to say that the battle was fought in general at a range from two thousand to three thousand meters; that the Japanese doubled the Chinese line and got their fleet between a cross fire; that the Chinese fleet was scattered, some of the ships bolting in a flurry of fear, and that a murderous, most devastating assault was made upon the Chen Yuen and the Ting Yuen by five of the heaviest Japanese vessels.

COMMANDER M'GIFFIN'S STORY.

The story of this fight has been told by the late Philo McGiffin, an officer formerly of the United States navy, who had taken service with the Chinese. His graphic story, as told at the War College, is, without exception, the most vivid and important contribution made to the literature of the subject. He was second in command of the Chen Yuen, and was caught in the seething volcano of flame and fire when the Japanese doubled on the line.

Ensign Frank Marble also wrote a most interesting account of the battle and these excerpts are taken from it.

"Admiral Ting," writes Mr. Marble, "was wounded twenty minutes after the fight began, in the following peculiar manner: He is reported to have been standing on the bridge, and to have been warned that he was in a dangerous places, but refused to move. One of the barbette guns when trained across came under the bridge; the Admiral was thrown in the air, his right leg hit by the splinters, and his face burnt. Commodore Liu Tai Tsan then took command of the fleet. All four—or possibly only two—of the Chen Yuen's heavy guns—which are mounted in pairs, covered only by seven-eighths inch hoods, within an iregular shaped barbette redoubt—were knocked out of service early in the fight, apparently by a single lucky shot; and she was reduced to the two six-inch guns in the bow and stern.

"At half-past 3, when the two flagships were in close range, the Matsushima's turret was struck by a twelve-inch shell, which did great damage and set the deck on fire, though apparently it did not penetrate the armor. Another shell exploded aboard the Matsushima, dismounting the forward 4.7-inch rapid-fire gun and killing a number of men. The gun was hurled violently across the ship. The Japanese flagship had been from the first the object of the Chinese's special attentions. Her Commander and First Lieutenant were killed and 120 men either killed or wounded. Admiral Ito then, like Commodore Perry at Lake Erie, transferred his flag to the Hashidate.

STRUCK BY 200 PROJECTILES.

"The Ting Yuen is reported to have been struck by no fewer than 200 projectiles, but her armor was not seriously damaged. The deepest dents were about three inches. Her upper deck was entirely destroyed by fire; two of the secondary battery guns were disabled, and all the signal halliards were shot away. Strange to say, her engines were uninjured.

"The Chen Yuen was hit fewer times—120—but her injuries were even more serious than the flagship's. Her main battery was crippled, and she is reported to have reached the anchorage almost sinking, about three feet down by the head. The Lai Yuen suffered most from fire. She was gutted fore and aft, and the deck and bulkheads about the magazine became red hot.

"Of the entire fleet only three—not counting the Ting Yuen—escaped without very serious injury—namely, the Ching Yuen, Chi Yuen and Kuang Ting. And of these three, two—the last named—had run away; as did at least one other. The Captains of the Chi Yuen and Kuang Ki were afterward, in consequence, beheaded.

"With regard to the loss of life, there is the same appalling inequality. The Chinese casualities are variously stated, from 700 killed and 250 wounded to 1,500 altogether, including the men lost in the ships sunk. Several of the foreigners serving in the Chinese fleet were killed. The Japanese loss according to the highest figures in any of the reports was ten officers and eighty-four men killed, and 160 officers and men wounded—total 253. The greatest loss was aboard the flagship Matsushima."

The immediate result of the engagement was by no means decisive, for the Japanese fleet hauled off for repairs, and the next day the Chinese steamed and limped into Port Arthur. The victory in the end was undoubtedly with the Japanese, for they had driven their enemies from the sea and kept them penned in a harbor, where subsequently they fell an easy prey. The outcome of it all was that Japan, by the signal results of an indecisive battle, was able to impose the terms of peace, and gained, to some degree, the objects with which she had begun the war.

All this leads up to the question of how ships are prepared for battle and what is the dull routine out of which the enormous energies are secured.

It is first of all organization, then persistent drill, both of which must be based upon sea training and experience—upon that experience in the open sea which teaches coolness in emergency, fertility of resources and preparation for the unexpected.

Broadly generalized, the points to be considered in preparing for action are to get ready the battery and battery supplies, to clear the decks for the passage of ammunition and the free movement of the crew, to secure unobstructed arcs of fire for all guns and torpedoes, to take precautions against fouling the screws, to secure successive means of efficiently steering the ship in case the usual appliances are disabled, to reduce to a minimum the danger from splinters and fire, to localize and be ready to repair injuries below and near the water line, and to insure means of warning and escape to those below.

In preparation for combat many articles will be thrown overboard, and in forming barricades or shelters it must be borne in mind that the penetration of modern bullets is so great that hammocks and furled sails or awning, even when well wetted, afford only slight protection. Splinters are disastrous accessories to hostile shots, and fire is to be dreaded no less than torpedoes.

DETAILED PRECAUTIONS.

In the detailed instructions it is provided, first of all, that every prisoner must be released; this, of course, meaning the delinquents of the crew. Then all gear and rigging must be secured, railings and ladders on the upper decks be unshipped, and anchors be unstocked when these masses of metal interfere with the gun fire. If in the open sea, cables are unbent and sent below or so disposed as to give additional armor protection. Such boats as are kept at the davits are thoroughly secured, and around them are wrapped sails or awnings to check the flight of splinters.

It may be at times necessary to cast adrift all boats, securely moored each to the other, or, if on soundings, to anchor them, with the chance of recovering them subsequently. Hatches must be covered with gratings and battle plates, all skylights be unstripped, and in every way no single object left exposed which if hit might prove harmful to the ship's company. Special precautions are taken to clear the screw or screws of such debris or lines as might foul them, and various and many are the extemporized agencies employed for this purpose. Spare tillers are supplied, and in the battleships, where no human ingenuity could ship one of these massive forgings in the heat of the fight, extra tackles and appliances are made ready to assist a possibly damaged rudder. Leak mats are provided, the fire hose of the ship is connected up and led out, and no wiser order or provision can be made than to keep the fire pumps going from the beginning to the end of the fight—or of the ship.

GUNS AND AMMUNITION.

Guns are provided with all the repairing and serving tools necessary; tackles are placed and amunition hooked on ready for hoisting, and, where the protection is such, certain definite amounts are kept close at hand, notably for the service of the rapid-fire and machine pieces. All ammunition hoists are attended to and turret systems and mounts, whether hydraulic, pneumatic, steam or electric, rigorously tested. Gun and division tubs are filled with water for the sponges, and drinking water is supplied to every gun, in every magazine and in the fighting tops. Range finders and indicator dials are connected up, torpedoes are loaded in the tubes, cots and chairs are rigged for lowering the wounded and the sick bay and temporary hospitals are made ready. The men are sent, half-stripped, to the guns, the order to commence firing rings out, and then, to quote a celebrated General, "Hell breaks loose."
—A Naval Officer in New York Herald.


# MONDAY, 9:30 A. M.

## A Rare Dress Goods and Silk Opportunity.

**Black Brocade Silks, 69c.**
**Black Grenadine Crepons, 69c.**
**Black Brocade Poplins, 69c.**
**Plaid Waist Silks, 98c.**
**Navy Blue Suitings, 37c.**
**Bicycling Suitings, 19c.**

The goods to be offered at this sale are desirable fabrics and choice waist silks. Every item is seasonable and the prices are such that buyers should be interested.

LOT I—Will comprise a variety of new patterns in heavy Black Figured Gros Grain Silk—the usual $1 kind. The patterns are handsome and just the thing for separate skirts and waists.

MONDAY'S PRICE, **69c.**

Also several choice pieces of Black Grenadine Crepons, Silk Figured Sicilians, and splendid value in new Black Brocade Silk Poplins. Such fabrics are seldom to be had at

MONDAY'S PRICE, **69c.**

LOT II—To those who desire a length of fancy waist silk in connection with any of the above silks for skirts we shall offer by far the best line of handsome Plaid Waist Silks shown here this season. The latest color combinations in attractive patterns and in styles that are entirely new. Most of these silks are $1 50 and $1 75 values, in such colors as

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| Turquoise and Cerise, | Black and Cardinal, |
| Brown and Lavender, | Caster and Cerise, |
| Emerald and Red, | Green and White, |
| Helio and White, | Royal Blue and Black. |

Also some of the rarest designs in broken plaids, with large satin stripes. To secure choice you should be on hand when the sale opens.

MONDAY'S PRICE, **98c.**

LOT III—About ten pieces of Mixed Covert Suiting, a fabric used mostly for bicycle suits, separate skirts and outing costumes. Colorings in green, brown, navy, tan and gray. Good serviceable suitings, that are 36 inches wide, at

MONDAY'S PRICE, **19c.**

LOT VI—Consists of Navy Blue Suitings—no other color in the lot. Navy blue Storm Serges, navy Figured Cloth, navy Wool Etamines, navy Wool Crepons, and two pieces of 54-inch navy blue Sicilians or Mohairs. An offering that is of unusual interest. The goods are worth in the regular way 50c, 75c and $1, but as there are but limited quantities of each style left, we have made

MONDAY'S PRICE, **37c.**

**United States Flags.**

Have you a flag ready to display when the news of victory reaches us? No better time to supply such a want than now. United States flags made of wool bunting, with sewed stars and reinforced corners, 6 feet long, $2 45; 8 feet long, $3 40; 10 feet long, $4 60; 12 feet long, $5 75, and 15 feet long, $9 50.

**New Bustles.**

You cannot pick up a fashion paper nowadays without reading that bustles are again an important addition to women's dress. We are showing a large line of bustles now—all good ones. Some of them:

New Small Satin Covered Bustles, with curled hair filling and neat ribbon ruffle on edge. Blue, black, red, cream and pink. Price, 50c.

Woven Wire Bustles, medium size and light weight, 25c.

Black or Light Colored Sateen Bustles, hair filled and lace trimmed, 25c.

Bustle and Hip Pad combined, in dark drab or white, 50c.

**Complete Dinner Set for Six Persons, $5 95.**

Really an elegant Dinner Set in semi-porcelain, with the same style decorations that you see on Haviland & Co. Limoge china, and finished with gold edges and gold tracings on the larger pieces. It's not often that you can buy a handsome dinner set at such a price—we are able to offer it because we bought all that a factory had of these designs made up. Quite a number of people will share our good fortune. Are you to be one of them? Complete for six persons, $5 95.

**Thermometers, 10c.**

Reliable Thermometers, 9 inches long, in tin frames, 10c each.

**Whisk Brooms.**

Whisk Brooms, 10 inches long—good quality corn straw. Price 10c.

Better quality, velvet bound, 25c.

Hat Brushes, genuine horse hair, with celluloid handles. Small size, 45c; large size, 60c.

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To anyone who desires to be posted on Alaska outfits we shall be glad to mail price lists and information, on request.

## Black Silk Capes, Entirely New Creations.

The Silk Capes for this season are so different in trimming and general effect to those worn last summer that you will not be able to obtain a proper idea of their worth and beauty from information given in these columns. An inspection is necessary to become familiar with the graceful cut of the garments, as well as those little, but not minor, details that go so far to make up that dainty something known as style. Our handsome chiffon, lace and otherwise delicately trimmed capes are open to your inspection at any time during business hours, and there is no place hereabouts where you can study the styles in silk capes with more pleasure or profit. Prices $3 87 to $10.

A favorite style made of black brocade or plain faille silk, prettily trimmed, can be had for $5.

**Weinstock, Lubin & Co., 400-412 K Street, Sacramento.**


# WILDEST EXCITEMENT.

## PEOPLE OF HAVANA ARE EXPECTING BOMBARDMENT.

### They Are Making the Best Preparations in Their Power for Defense.

ON BOARD THE TRITON (fifteen miles north of Mariel, Cuba), April 23.—Daybreak.—Havana is making a tardy, frenzied effort to prepare for war with the United States.

When the "World" correspondent left there last night, running the gantlet of the city guards, the regular troops massed outside the city and the scouting guerrillas, the whole city of Havana was in a state of the wildest excitement. Ten ships of the United States navy were off Havana at sunset. The people expected the bombardment to begin this (Saturday) morning.

The wildest reports were circulated in Havana and were credited. It was believed that the whole United States army was on its way in transports from gulf ports.

In Havana men are at work day and night adding to the fortifications. The old-time brass cannon which saw service many years ago, are being put in place to help out the sea batteries. They would not be dangerous, as a matter of fact, even if Secretary Long should allow Rear Admiral Sampson to do his fighting at 800 yards instead of 3,000 as Sampson wished.

But no extra armament of modern style and weight has been added to the fortifications. The Spaniards have not the guns.

The rumor that four new twelve-inch Krupp guns had been mounted to the east of Morro is without foundation. The truth is the guns are on their way and the mounts for them are rapidly nearing completion, and if the attack upon Havana is delayed much longer the Cojimar batteries will really be formidable.

A pontoon bridge has been built across Chorrera inlet, in the western suburbs of Havana for the transportation of sand for the embankments of the two Vedido and Santa Clara batteries. This work is not completed, and as it now stands one twelve-inch shell might disable the two big Santa Clara guns if it struck the still bare masonry.

A two-inch water pipe is being laid under the neck of Havana harbor to supply the Morro, Cabanas and Cojimar batteries. Alarm was spread in Havana at the beginning of this work by the display of a signal on Morro reading "Harbor closed." Every one thought at once that the American fleet was at hand, but the signal was only for the protection of the pipe-layers.

There are hourly drills in all the batteries, but there is no more firing of guns and target practice on account of a lack of ammunition. General Blanco deems it wise to save all his projectiles and powder for the day of actual need. He is reported to be short of ammunition already.

With the single exception of sand protection the defenses of Havana have not been materially strengthened thus far, although long lines of work are under way.

Army rations, however, and coal are pouring into Havana. On April 19th the steamship Reina Maria Christina brought as a gift from the Spaniards in Mexico 6,543 sacks of corn meal, beans, rice and coffee.

On the same day there was a panic over the tremendous drop in silver. Even before that $4 75 in gold brought $7 in silver and about $14 in paper money. Really no business is being done, as all the men are either drilling or counting their losses.

On April 20th there were over 85,000 tons of coal on the wharves besides the cargoes of three big vessels which were discharging. Four other vessels with coal are on their way to Havana.

KINGSTON (Jamaica), April 23.—The steamer El Yaru arrived at Port Royal to-night with twenty-seven refugees from Santiago de Cuba and Guantanamo on board. She reports that Santiago de Cuba and the neighboring cities are in a ferment on account of the war and that all Cuban men capable of bearing arms are leaving for the insurgent camp.

### An Interesting Meeting.

"What did you discuss at the club to-day?"

"Nothing. We just talked."—Harper's Bazar.

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