

Revisiting Santiago and the Battlefield of San Juan

BY WINGROVE BATHON.

SANTIAGO, Cuba, May 15, 1916.

THE average visitor to this tropically colored and heated city might well concern himself with the fact that it has grown in population 15,000 in fifteen years, with all that that implies, for here "sugar is king" and Santiago never was so rich.

But when one falls into the hands of friendly naval officers on their way to Guantanamo, the nearby United States naval base, or into the hands of one of the elderly Washington colored men whom the United States government maintains at the casaba tree outside of Santiago, where the peace preliminaries between the Spanish armies and those of the United States were signed, one is apt to overlook the romance of Cuba's business and intellectual progress and write into the record some of the military romance which must forever make glistening the eyes of the American pilgrim.

Two years ago on April 15 the Atlantic fleet sailed for Mexico. That is remembered by Cubans—it was a subject of comment in Santiago. Not long ago a Spanish transport sailed for the United States, to gather at Fort Sumner, N. H., the bodies of Spanish soldiers, sailors and marines who died in the United States and take them back home. That also is remembered in Santiago today, and men have turned aside from their work here in banks, post offices and hotels to ask me if I knew these things, so interested are the people of this city in all things American.

I was very little surprised, therefore, when I found that the chauffeur who was to take me to the celebrated "blockhouse" on San Juan Hill spoke as good English as I, or that at the end of my journey there should be awaiting me (it seemed) Jeff Everett, long (and still) a member of the 25th United States Infantry, and D. E. Matthews, long (and still) a member of the 24th United States Infantry.

It is these colored soldiers, both of whom were in the charge up San Juan

entertain a traveler from the United States is to show him the place where the men of the District of Columbia, Massachusetts, New York, Michigan and all through the glorious roll perished in support of the ideal of "Cuba Libre." The citizen of the United States is the friend—the sincere friend—of the citizen of Santiago.

"I will show you how El Caney and San Juan Hill look today," he tells you, "and you may read for yourself at the 'blockhouse' on tablets of bronze the names of your compatriots who perished in our behalf."

So, through narrow, tortuous, winding streets, past ancient beggar women in rags to whom a penny is a direct interposition of Providence, past natty

WHERE the Deciding Battle of the War With Spain Was Fought—Population of Santiago Has Increased Fifteen Thousand in Fifteen Years—The Celebrated "Block House"—The "Peace Tree" and Memorial Tablets of Those Who Fell in Charge Up San Juan Hill or Who Died of Disease—Our Naval Achievements—A Bit of Unwritten Naval History—Banks and Shipping—Living Conditions.

United States that his feet was at Cape Verde Islands a patriotic business man of New York and a Washington lawyer in international practice offered to be of service to the United States government in conjunction.

They had coal merchants and brokers in the Cape Verde Islands as correspondents, and every few days they sent cablegrams reading "Ship one thousand tons coal." "Ship fifteen hundred tons coal." "Ship fifteen hundred tons coal," explaining Cervera's movements.

He then steamed due west from the islands, passed Martinique eventually and brought up at the Dutch island of Curacao, where he had expected to meet the colliers Roath,

fed northward, being captured by United States cruisers. Cervera then fled for coal to the nearest Spanish port, San Juan, Cuba—and the sea battle resulted.

So much for written and unwritten history. There is a large amount of building going on in and around Santiago. They have here suburbs which are rapidly developing and which would be a credit to a few minutes ago United States. There is progress on every hand. But it all dates from the campaign of Santiago and the participation of the United States forces.

In the opening paragraph of this article I made the statement that this city which is the principal commercial center of the island of Cuba, has gained 15,000 inhabitants in fifteen years. That is so because Maj. Gen. Leonard Wood "cleaned it up" after the campaign.

Across the street from the veranda on which this record is set down is a modern, up-to-date and complete a pharmacy as any in the United States. I obtained a note of a few minutes ago a beverage one goes to drug stores in the United States for—soda water. Just as good as at home.

Every one here except the very poor street beggar wears shoes—an unusual habit in a tropical city. The wearing of shoes in Latin American cities is a sign of a rise in the world. Santiago has arisen. Cuba has arisen.

One watches the color and light and life of the tropics in the city streets, but one meets, in this ancient city, also, a note of readiness which has most certainly come from American influence. A servant came near this table a few minutes ago and sharpened my lead pencils without being asked to do so.

A "hoky-poky" ice cream wagon goes by and the merchant in charge is clean and, for the tropics, unbelievably quick. The little boys and girls have their faces washed, hair combed and are ready to play in the streets at 5, or half-past 5, just as they are in Washington, New York, Boston, Detroit, Seattle or St. Louis.

The greatest banking houses in the world have established branches here. More and more big, deep-sea ships come here to take on or discharge cargo which keeps them busy twelve hours.

Goats go through the streets pulling milk wagons as the dogs do in Belgium, the heepees which carry the dead to their last resting places are gaudy as in other Latin American cities, and if one should be in need of a candle to be "blessed" and placed upon an altar of the beautiful cathedral with a multi-colored tile roof sparkling in the sun, one could buy it at a "cantina."

But these are merely notes in a city full of color. The spirit of the city is "progress" and its pulse beats in tune with American institutions which carry that banner.



FORT SAN JUAN, THE "BLOCKHOUSE."

police in khaki with black stripes who smoke while on duty, past the doors of banks which are closed during the noonday heat, past strings of little mules known as burros bringing

Rev was killed by an American bullet, and you charge up San Juan Hill, today over a macadamized road which would have been extremely useful in the days

trenches are still there, mute reminders of what befell so many years ago between July 1 and July 16, and there are enrolled on the bronze, too, the names of the 6th, 18th, 2d, 10th, 21st, 9th, 13th, 24th, 25th, 3d and 1st United States Infantry, the 1st New York National Guard, the 3rd and 4th Michigan National Guard, the 9th Massachusetts National Guard, the 1st United States Volunteers (Rough Riders), Batteries A and F, 2d United States Field Artillery, and the 2d and 9th United States Cavalry.

These were the men who were in the famous charge, and the "peace tree," known as a sacaba (otherwise silk cotton), nearby is fenced in with the old Spanish rifle barrels they captured and marked off with some of the old Spanish guns of large caliber moldered and cast centuries ago with which the Spanish commanders should not have been obliged to attempt to defend the entrance to Santiago harbor, which Morro frowns down upon.

All these shrines are being well preserved. A new agricultural school has been erected on the hillside nearby, and a new school for American students has found a place upon the macadamized roadway which leads to the hill.

Today the traveler may go to the hill by trolley if he be so minded, or he may go anywhere in and around Santiago by the ubiquitous automobile which has found its sphere of usefulness here as elsewhere throughout the world.

But, although these shrines on land are marked, it must not be believed that there are not equally as many sacred spots on the waters about Santiago, and the present traveler, even if unable to name a lighthouse or some other distinguishing mark to the memory of the naval heroes who participat-

ed seven miles. That is the background in which afterward stalked the specters of typhoid and malaria.

Now for the story of the navy—not published history, but some of the things which the office of naval intelligence and the bureau of navigation did not give to the newspaper correspond-

ents. Every one knows of the sea battle in which Cervera was beaten. Santiago was laid siege to by land and sea, because Cervera had escaped into that port. He was obliged to go there because of a shortage of coal. He did not have enough to take him to Havana. When it was learned in the

Rustrom and Twickenham, from Cardiff, Wales.

These collier captains had become frightened by the actions of United States warships as the result of the private information given by the New York merchant and Washington lawyer to the Navy Department, and they



JOSE A. SAGO STREET, SANTIAGO.

Hill eighteen years ago, who now care for the "peace tree" on orders of Uncle Sam.

The statement that they seemed to be "waiting" is made advisedly, for the approach of a traveler to Santiago is made through storied waters, whose tales are not of the many new docks from which iron ore, oil and sugar are shipped, but of Daquiri, where the American troops landed; of the inlet off which Rear Admiral Cameron McKee Winslow performed his exploits, of another inlet off which the late Admiral Lucien Young wrote his name on the scroll of history, and of that unbelievably narrow passageway where Hobson sank the Merrimac.

Past historic Morro Castle, smaller but more picturesque than the old fort of the same name at Havana, the traveler comes to this ancient town prepared to ask all sorts of questions, to find out "what makes it tick," only to find in the end that the resident of Santiago wants to tell him nothing of his secrets of cement buildings here which have withstood more attacks of the elements since 1600 than perhaps will some of the reinforced concrete buildings of the present day in the United States.

Nor will he tell the traveler the secret of the dyes in the wall coverings of these buildings—purple, pink, old rose, ultramarine, brown and gray—which blend with the scarves of the women in the street into a kaleidoscope of colors.

Perhaps the resident of Santiago does not know these things. Perhaps it is too late to talk about such things. Or, perhaps the native Cuban courtesy is inspired with the idea that the way to

in the market produce, past modern whose stirring scenes are being re-

ment houses mid banana plantations called. The old "blockhouse" is gone, its and palms, beautiful new suburbs built by American farmers, disputing a pas-

there to mark the place where Hamil-

sawegway of one foot to spare with trol-

ton Fish, Allyn Capron and others fell

ed in the campaign of Santiago, is nevertheless in position, he is informed, to be able to set some secret history down upon the record which may be interesting.

When the north Atlantic squadron blocked the southern coast of Cuba, and some of the ablest newspaper correspondents in the world put Mole St. Nicholas, Haiti, on the map, although no one has been able to keep it there, the arrival of the ships made possible what the army afterward did.

The Secretary of War at that time was asked by the Secretary of the Navy if the assistance of the navy was needed to land troops. His reply was:

"The army will land its own troops!"

Eslier said that done. The traveler to Santiago passes Daquiri, as well as Mole St. Nicholas, and if the surf on the beach at Daquiri, as the writer passed that point, was anything like, in the campaign, what it was this morning, there is every reason to believe that there should have been as much of a cry for naval preparedness in those days as there is today.

Fortunately, the navy was prepared with miles of boats at Daquiri in the campaign. If it had not been the army could not have landed. Daquiri today is a port from which iron ore of the interior is sent to the United States for use in a certain process in the manufacture of steel.

There the troops landed and marched inward to Siboney, a little to the westward, with them the 1st District of Columbia Volunteers, under him who is now Maj. Gen. George H. Harries, N. G. D. C., retired. Near Siboney the first skirmishes took place with the Spanish troops, and the army moved up, digging trenches, the battle front extending six

gradually, however, the public was awakening to the fact that something must be done. Ultimately the public forced the adoption of wireless, and some few grew intensely interested in the ship brake. This interest has intensified and broadened to such an extent that today there are many who believe firmly that there is a big future for the ocean brake. It has the support of many prominent business and pleasure people, who hope to see it generally commercialized.

The Washington navy yard a number of experiments have been made in the model basin testing different kinds of brakes for ocean use. The one which is being tested is a direct acting feature. It is an enormous tank—some thirty feet wide and a few hundred feet long—a big of the sea-trapped for government purposes. Directly over it runs a peculiarly constructed apparatus, a sort of bridge which can swiftly traverse the length of the basin. A model is securely attached to this queer bridge and rushed through the water at the speed of the vessel. The mechanism records measurements of tests.

The model basin has installed a wave-making apparatus since its original construction. A huge fan, driven by a motor, regulates the size and the frequency of the waves. These waves are trapped to prevent them from interfering with tests. A beach at the other end of the basin provides a place for the water to run off. It enables experimenters to test a ship's speed in a high sea and also its rolling qualities.

The basin has an unusual capacity, and can test 150 more models than England's great tank used for similar purposes. The basin has been used to experiment with approximately 2,000 models. Many of the tests made at the navy yard are for private parties. Government tests are considered so absolutely reliable that private concerns are all anxious to obtain the best advice of the Navy Department for the government service in case they wish to establish beyond dispute the accuracy of experiments.

It is believed that the greatest benefit to be derived from the brake for ships is in the reduction of the ship's speed in rough weather. At the present time, particularly valuable is the ship brake if there is danger of the ship striking or immediate risk of collision.

Capt. W. S. Smith of the Navy Department became so interested in the question of ship brakes that he designed the Lacoeste ship brake. This brake was invented by Sir A. Lacoeste of Canada.

The Lacoeste ship-brake is simple, and for that reason appeals to many who are competent to judge. In making a model for testing the brakes the steamship St. Louis was chosen as a good type in which to place the brakes. The model and before the brakes were adjusted, three runs were made in the model basin. This was done in order to ascertain the exact power and speed first without, and then with the brakes in place. At the first trial only one brake was placed on each side, for the purpose of determining the average pressure per brake. With the model going at the rate of four knots and with one pair of brakes operating there was an increased resistance of 32.15 at a speed of four knots.

A number of runs were made and it was proved that a little brake pressure varies not a little. It was further determined that a number of brakes decreased the average pressure, showing that brakes working together fall in

Brakes for Ships May Prevent Many Disasters at Sea.

WHEN the full realization of the fate of the Titanic was upon the nation, brakes for ships were suggested as a means for minimizing disasters at sea. There were those who maintained that if the Titanic had been equipped with efficient brakes it would not have added to catastrophe's long toll.

Statistics were investigated and showed that in little more than half a century there had been 109 frightful calamities at sea, including the Titanic and the Empress of Ireland. In these 109 marine losses over 27,000 people succumbed. More startling still was the knowledge that after the wreck of the Titanic no single person was sufficiently alarmed to cancel his passage, and so far as could be learned the Titanic's fate is due to one from embarking on an ocean voyage for business or pleasure. With a blind and simple faith people were willing to die, and the next two years 4,800 lives were lost at sea and statistics recorded thirty-three wrecks.

Subsequent to the tests a pair of brakes was installed upon the U. S. Indians, but this experiment neither proved nor disproved certain features. The shape of the Indiana's hull was entirely unsuited to the Lacoeste brake and little reliable data could be obtained. The indisputable increase in weight that the brakes fit to a ship is a point used to advantage by those who oppose ship brakes.

Another style of brake tested at the Washington navy yard is the Hyde ship-brake. The Hyde brake is much more intricate than the Lacoeste. It is an automatic affair, made of plates of steel and fitted to the sides of the vessel. These brakes are operated from the bridge of the pilot house. The machinery used in opening or closing them is on the deck.

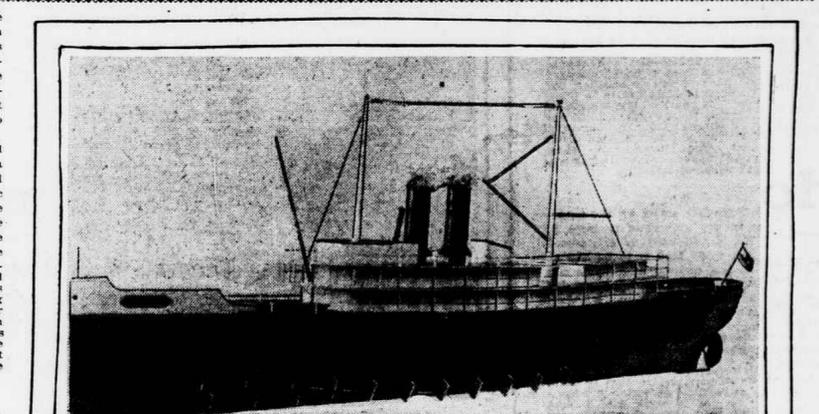
An impetus is given to the opening brakes by a piston which works through a "stufing box" to a place where the water can reach them. To escape any possibility of damage when opening the brakes too rapidly, they are amply cushioned.

The Hyde brake was put upon a tug and experiments conducted on Puget sound. The tug, at a speed of eight knots an hour, was stopped by its brakes in half its length. Another interesting demonstration was given which showed how the tug could be turned quickly by releasing all brakes only on one side. These experiments were so satisfactory that it was decided to ask permission of the Navy Department to have the Hyde brake tested in the model basin at the Washington navy yard.

The Hyde model which was tried in the model basin was twenty feet long by two and a fraction feet wide, with a displacement of 1,714 pounds. The area of each brake on the model was .079 square feet. The big keels of steamers are constructed with bilge keels. They are intended to prevent excessive rolling of steamers in a heavy sea.

In the early experiments the model was tested for hull resistance with the average pressure per brake. With the model going at the rate of four knots and with one pair of brakes operating there was an increased resistance of 32.15 at a speed of four knots.

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MODEL SHOWING AUTOMATIC AND BILGE KEEL BRAKES FOR SHIPS. THIS WAS TRIED OUT IN MODEL BASIN AT WASHINGTON NAVY YARD.

efficiency. The conclusion was that the brakes placed forward and amidships do their work better than those aft. This difficulty could be overcome by lessening the length of the bilge keel and making other slight changes of a purely technical nature.

When the brakes are not in operation they add practically very little to the ship's resistance, but in emergency, when flung open to assist in the saving of a ship, they more than double the

ship's resistance. With brakes open and propeller reversed a vessel could be stopped much more quickly than when operating propeller alone.

A further endorsement for the brake is its adaptability. In case the steering is inoperative, the emergency steering can be controlled by its brakes. In this age of commercialism the expense item is invariably considered, and the ship's brakes when compared to the total cost of the ship is comparatively slight.

FAMOUS BELLS OF MEXICO

DURING the long marches when the American troops first went into Mexico in pursuit of Villa, when their ears were keyed to the faint distinction between sounds, they were puzzled by the constant ringing or the reverberation of the tinkling sound of bells which seemed to come at all hours of the day and night and from every direction.

Before reaching the foothills of the Sierra Madre mountains, when space appeared illimitable on all sides, this sound would come to them sometimes in waves faintly as from a great distance, and again with a swell and volume that was seeming to burst out of the atmosphere immediately above them. Then it would creep upon their ears like the haunting, despairing wail of a lost soul, giving a feeling of contact with the supernatural. The soldiers doing picket duty at night were annoyed and obsessed with a creepy, uncanny feeling, as if confronted with an unnatural foe with whom steel and lead could not cope, and with whom they had not a fair chance. Suddenly there would burst over them a joyous, vibrating tone of great gladness, full of animation and life.

Until they understood the wonderful acoustic properties and climatic conditions of the country through which they were passing, it was almost puzzling. But when they penetrated farther into Mexico they discovered that every ranch and hacienda through which they passed, every little hamlet of a dozen houses, the wayside shrines of the most unassuming parts of the mountains, all had from one to five bells, and that these bells in the chapels and churches were rung every half hour and those at the shrines by whoever passed that way.

In remote places on some of the great haciendas which include thousands of acres of land there are some of the most beautiful churches in Mexico, pure types of Spanish or Moorish architecture, with beautiful marble altars and exquisite silver lamps, altar railings of precious metals and bits of freestone that are works of art, which time has not tarnished. Many of these larger churches have been looted by the revolutionary armies, but the bells have been saved. Many of these bells of Spanish rule in Mexico, and some of them contain large amounts of precious metals which give a tone of richness and vibrating purity of sound. In

isolated parts of the country where there are no watches and but few locks, the bells which are rung to call the people to prayers are also the time-keepers, and while the service of the bell ringer in the remote districts is gratis, it is performed with regularity and precision.

When the country is at peace, in Mexico City alone there are about 2,500 bell ringers regularly employed, while on days of religious celebrations the number is augmented, as the ringing of bells must be kept up almost constantly through the day and night. The profession of bell ringer is looked upon by the lower classes as being honorable and distinguished, and bell ringers are looked up to as an adjunct to the clergy. The position is handed down from father to son in some cases, and the bell towers of the large cathedrals are spacious and frequently fitted with rooms which become ancestral homes through several generations.

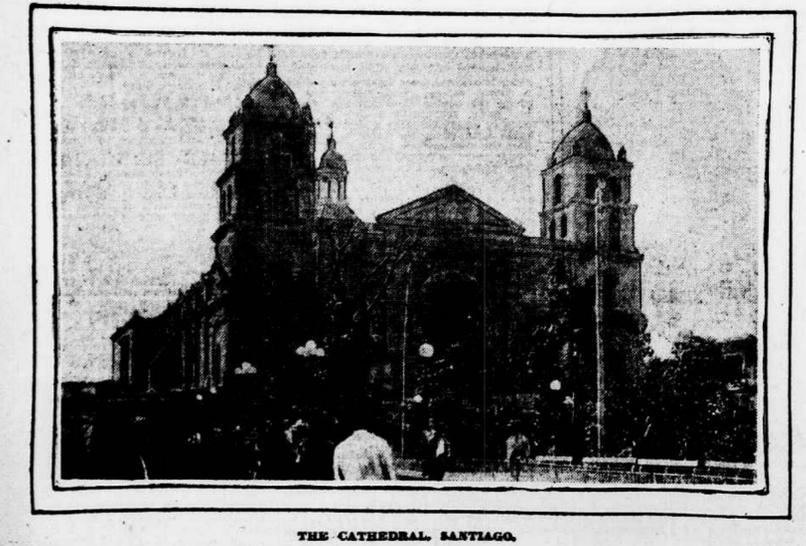
From time to time the matter of installing clockwork or electrical machinery with which to operate the many bells in the churches of the larger cities has been considered, but the church authorities, with a certain sentiment about the propriety of it, and the people a superstition.

The bell ringers in the towns are divided up to do night shifts, being required to toll the hours with precision, and a new hand is readily recruited by the lack of smoothness in the strokes of the bell.

On the Old Farm.

Agriculture of the Department of Agriculture said at a dinner in Washington:

"The farm, with its automobile and phonograph and telephone, is crazy enough now. The dull and even dray farm life of the past has disappeared. 'The farm life of the past'— 'One divine spring morning in the past a farm boy rushed to his farmer daddy and said: 'Oh, pop, the circus comes to town today! Will ye gimme a dime to go to see her?' ' 'A certainly not!' roared the farmer. 'A dime to go to see the circus, when only last winter I let you go up to the top of Jones' hill to see the eclipse of the moon? Do you think you young dog, that life is one perpetual round of pleasure?'"



THE CATHEDRAL, SANTIAGO.