

### COMMODORE SCHLEY'S RECONNAISSANCE OF SANTIAGO HARBOR.

Undoubtedly the chief center of interest in the Spanish-American war lies just at present in the harbor of Santiago de Cuba, and, judging from present indications, this is likely to be the seat of the most active and important operations for some time to come. The rumors of last week, to the effect that Admiral Cervera's fleet was "bottled up"—to use the pet phrase of the day—by our fleet were confirmed by an official dispatch from Commodore Schley. The fleet was identified on Sunday, May 29, by the unprotected cruiser "Marblehead," which, acting under the orders of Commodore Schley, ran in close to the Morro Castle, and steamed past the entrance to the harbor in a westerly direction. Her officers had a good view of the interior of the harbor as far as Punta Gorda. They saw four Spanish cruisers and two torpedo boat destroyers, together with the old "Reina Mercedes," lying behind the batteries between Smith Cay and Churruca Point. As soon as she had located the enemy, the "Marblehead" put out to sea and reported to the flagship. With a view of drawing the fire of the fortifications and locating the position of certain masked batteries which had recently been constructed near the entrance, Commodore Schley transferred his flag from the cruiser "Brooklyn" to the battleship "Massachusetts," and taking with him the "New Orleans" and "Iowa," he steamed within range of the enemy's guns.

The blockading fleet at this time consisted of the first-class battleships "Massachusetts" and "Iowa," the second-class battleship "Texas," the armored cruiser "Brooklyn," the protected cruiser "New Orleans," the unprotected cruiser "Marblehead," the gunboat "Castine," the auxiliary cruiser "Harvard," formerly the "Paris," and the converted yacht "Eagle." The "Brooklyn" and the "Texas" were lying several miles offshore taking on coal, and not far from them were the "Harvard," "Marblehead," "Castine" and the "Eagle." The "Massachusetts" led the way toward the forts, followed at about a cable's length by the "New Orleans," and the same distance astern of her was the "Iowa." Across the entrance to the harbor, and about 1,500 yards from its mouth, was Admiral Cervera's flagship, the "Christobal Colon," lying east and west, with her port broadside commanding the entrance. When the "Massachusetts" was about four or five thousand yards from the forts, she opened fire with an 8-inch gun in one of her port turrets and followed it immediately by a shot from one of the forward 13-inch guns. About eight seconds later the 1,100-pound shell struck not far from the bow of the "Christobal Colon." The Spaniards replied from the shore batteries and from the flagship. Three batteries opened fire, one from the west side of the harbor, another from the eastern side and a third from the island in the center. The "New Orleans" now came within range, using her 6-inch guns and smokeless powder.

The "Iowa" reserved its fire until it was directly broadside on the "Christobal Colon," when all four of the 12-inch guns, in the two turrets fore and aft, were turned loose. It seems that during the first round of our ships the fire on both sides was somewhat wild, the range proving difficult to ascertain because of the deceptive glare on the water, and it was not until the ships had turned and were passing in front of the batteries and entrance for the second time that effective work was done. By this time however both combatants had ascertained the distance, and the shooting by our men was remarkably good. The "Iowa" placed one shell directly under the "Christobal Colon" and apparently started a fire on board, which, however, seems to have been quickly extinguished. The "Colon," on the other hand, seems to have achieved some characteristically poor Spanish shooting. The batteries on shore did better work during the second passage of the American ships. Several shells fell dangerously near to the "Iowa" and the "New Orleans" and one near the bow of the "Massachusetts." These shots came from a large battery on the westward side of the harbor, and they were apparently fired from 10 and 12-inch Krupp guns. One large shell exploded directly above the "Iowa," but too high to do any damage to the ship.

After the firing had been in progress for half an hour, two batteries on the eastern side of the harbor were silenced, and a little later the island battery ceased firing. The large western battery and the "Christobal Colon," however, kept up a desultory fire for some twenty minutes after our ships ceased firing. Altogether the battle lasted fifty-five minutes, during which time our three ships passed twice across the line of batteries at the harbor entrance. Only the larger guns on the ships were employed, the "Massachusetts" using four 13-inch and eight 8-inch guns, the "New Orleans" her four 6-inch rapid-fire guns, illustrations of which were given in our issue of May 21, 1898, and the "Iowa" brought to bear four 12-inch and eight 8-inch rifles. The conflict was marked as far as our ships were concerned by a complete absence of casualties, not a single shell or fragment of shell, as far as can be learned, having reached the attacking fleet, for no damage was

done to the ships beyond what was due to the concussion of the heavy guns.

Owing to the long range at which the bombardment was carried on, it was impossible to determine with any accuracy the amount of damage inflicted on the forts or on the flagship, but it is certain that the former suffered severely and it is probable that the flagship sustained more or less serious damage. Whenever the large 12 and 13-inch shells landed against the masonry of Morro Castle, it could be seen that huge masses of debris were thrown high in the air, and from the fact that Morro and two other forts were silenced, it seems probable that most of their guns were dismounted or otherwise disabled. The reconnaissance had the desired result of revealing the strength of the defense and locating the position of the masked batteries which it is known had been recently erected.

There can be no question as to the enormous natural strength of the position. The narrow channel and the lofty hills commanding it on either side make it an ideal harbor for defense and an extremely difficult position to reduce from the sea. It is evident that the entrance is commanded by powerful guns of the modern type, and unless the Spaniards have been as criminally negligent at Santiago as they were at Manila, it will be impossible for a hostile fleet to reach the inner harbor without first removing or exploding the mines which have been placed across the channel.

The dispatches mention the fact that the "New Orleans" proved to be very effective in this long range fighting, because her guns were using smokeless powder. Her gunners were able to watch the effect of every shot, and when once they had found the range, they were able to pour in a deadly fire with great rapidity. The Spanish forces appear to be well supplied with the new powder, and its use assists greatly in the concealment of gun positions, the slight haze or mist accompanying its discharge being quickly dissipated. It is safe to say that the complete equipment of our ships with smokeless powder will be one of the many indirect benefits conferred by the present war.

#### Portrait Statues in Egypt and America.

It is a singular fact, says The American Antiquarian, that from the earliest time there were portraits which accurately represent the forms and faces of individuals. Some of them were kings, others noblemen and a few private persons.

An unknown man of the fourth dynasty wrought out of a block of wood has been preserved. From this we learn the dress, the form and the face of the man who lived in that time, 2000 B. C. The dress was a simple tunic with a cord about the waist, a rude sword suspended from the cord, and a knotted staff is held in the left hand. All of it is very plain and simple, just as we would expect to see at this time.

Later on there are the portraits of the Hyksos kings. These have been described by Dr. A. H. Sayce. They are in great contrast to the statues just mentioned. They represent long, lank, lean faces, just such faces as we would expect to see in the Turanian or Mongolian races, with a long lock of hair falling on the shoulder, resembling the pigtail of the Chinese, but more resembling the scalp locks of the American Indians.

Still later there appears another set of portraits. They seem to belong to a superior race, and yet one which was allied or akin to the first race that reigned during the first four dynasties, who were the pyramid builders but not the builders of the temples. The portraits of the Pharaohs are also given in most books on Egyptology. Among them the most interesting was that of Rameses II. These were tall and stately kings, but they also show something of the royal air. Later on, we find as great a change in the portraits as we do in costumes and in the art and agriculture of Egypt. The faces now resemble the Babylonian and Assyrian kings, as they have heavy beards and full faces, and wear crowns or turbans. The hair falls in heavy folds below the crown. They seem to be well fed and are very complacent, and are in contrast to the warrior kings such as Rameses and others.

The age of Ptolemy brought in more luxury and ease, which are exhibited in the portraits as much as in the surroundings of the kings.

All the way through the history of Egypt there was a line of nobility, notwithstanding the changes and revolutions which occurred. There was evidently a progress in civilization, and this progress had much effect upon individuals, as upon the entire race, and marked its lines in their faces and forms as much as it did in their dress and equipage.

It is very interesting to trace this progress and study the history of Egypt and the East in the light of the portraits which have been preserved.

What shall we say about the early American history, that which preceded the advent of the white men and the date of the discovery? Can we learn anything from the portraits which have been preserved in the land?

We have in the preceding numbers spoken of the portrait columns at Uxmal Palenque, in Central America, and have maintained that they were the portraits of kings and queens. Some have thought

differently, for they have held that they represent the divinities and culture, heroes and mere imaginary figures. A few, such as M. Le Plongeon, have held that they were portraits which resembled Egyptian faces, and have imagined from this fact and others a connection between Egypt and America in prehistoric times.

A close study of the portrait columns will reveal the error, for there is no resemblance whatever. There is, however, a lesson to be learned. These portraits are in great contrast to the pictures of the North American Indians, of which Blackhawk was a specimen. They must have belonged to different races, and represent a different line of descent.

#### "Starboard" and "Port."

The origin of the words "starboard" and "larboard," as used in the nautical vocabulary, has been attributed to the Italian words *questa borda*, meaning "this side," and *quella borda*, "that side," says Cassier's Magazine. Abbreviated, these two phrases appear as *sta borda* and *la borda*, and by corruption of languages were soon rendered "starboard" and "larboard" by British sailors. These two words sound so much alike that frequent errors and accidents occurred, and years ago, therefore, the use of "larboard" was discontinued and "port" was substituted.

A correspondent of this journal has made the point that the former term has been in use in the English language from a remote period, occurring in Anglo-Saxon as "stearboard," and in middle English as "sterboard," while in later times it was written "sterboard," from which it developed into its modern form "starboard." It originally meant, so our correspondent says, the board, or side, of the ship on which the man who steered it was placed. It may be called a native English word as distinguished from one of imported origin, and it possesses a special interest in its indication of the method of propelling and steering in vogue from very early times. The ancient mariner could run before the wind with his single square sail, but he could deviate only a few points on either side. Unless, therefore, the direction of the wind agreed with the course of the vessel, it was necessary for him to be in constant readiness to modify his direction by the help of the oar. The illustrations of early English manuscripts and the later figures of tapestries exemplify the old square rig, with auxiliary oars and steering from the side. In these examples one or more heavy oars are used at the bow and on one side only; while the course is kept by a steersman with a lighter, and often paddle-shaped, oar, worked near the stern, and invariably on the starboard side of the ship. This method of rowing survived until recent times, and was well shown on the coal "keels," which added so picturesque a feature to the navigation of the river Tyne. These vessels were managed by crews consisting of three men and a boy; they had a single square sail, and carried some twenty-odd tons of coal. When unable to run before the wind, resort was had to rowing, and this was done by a single heavy bow oar, worked on the port side by two men and a boy, while the skipper kept the course, rowing in time with a lighter oar, called a "swape," from the stern on the starboard side. The fixed rudder, hinged from the stern post and operated by a tiller, was a later development in ship construction. The Tyne "keel" exemplifies the earlier practice of our ancestors in steering by an oar from the right side of the ship, and from this comes the designation for that side as the "steer-side," or starboard.

#### The Current Supplement.

The current SUPPLEMENT, No. 1171, contains a large number of articles of more than usual interest, notably "The History of the Stone Arch," by Prof. M. A. Howe. The installment of this important paper is accompanied by fourteen illustrations of ancient and modern stone arches. "The Metals Used by the Great Nations of Antiquity" is an interesting address by Dr. J. H. Gladstone. "American Competition in Europe" is an important consular report by Consul General F. H. Mason at Frankfurt, Germany. "The Armies and Navies of the United States and Spain" illustrates the various types of men in the Spanish army and navy, showing their uniforms. "Great Britain's Neutrality" is the subject of a full page engraving showing the formal proclamation of Great Britain's neutrality outside the Royal Exchange, London. "Kites: Their Theory and Practice" by Capt. Baden-Powell is concluded in this number. For other articles of interest the reader is referred to the table of contents, page 370.

GERMAN railway statistics for 1896-97 are published in the Centralblatt der Bauverwaltung for April 6, 1898. The total length of track in operation, in 1897, was 28,626 miles of standard gage and 817.5 miles of narrow gage. During the year there were 487 derailments and 281 collisions; and in these accidents 762 persons were killed and 1,969 wounded. These figures for accidents, which probably include all casualties in switching and coupling cars, show an increase over previous records.

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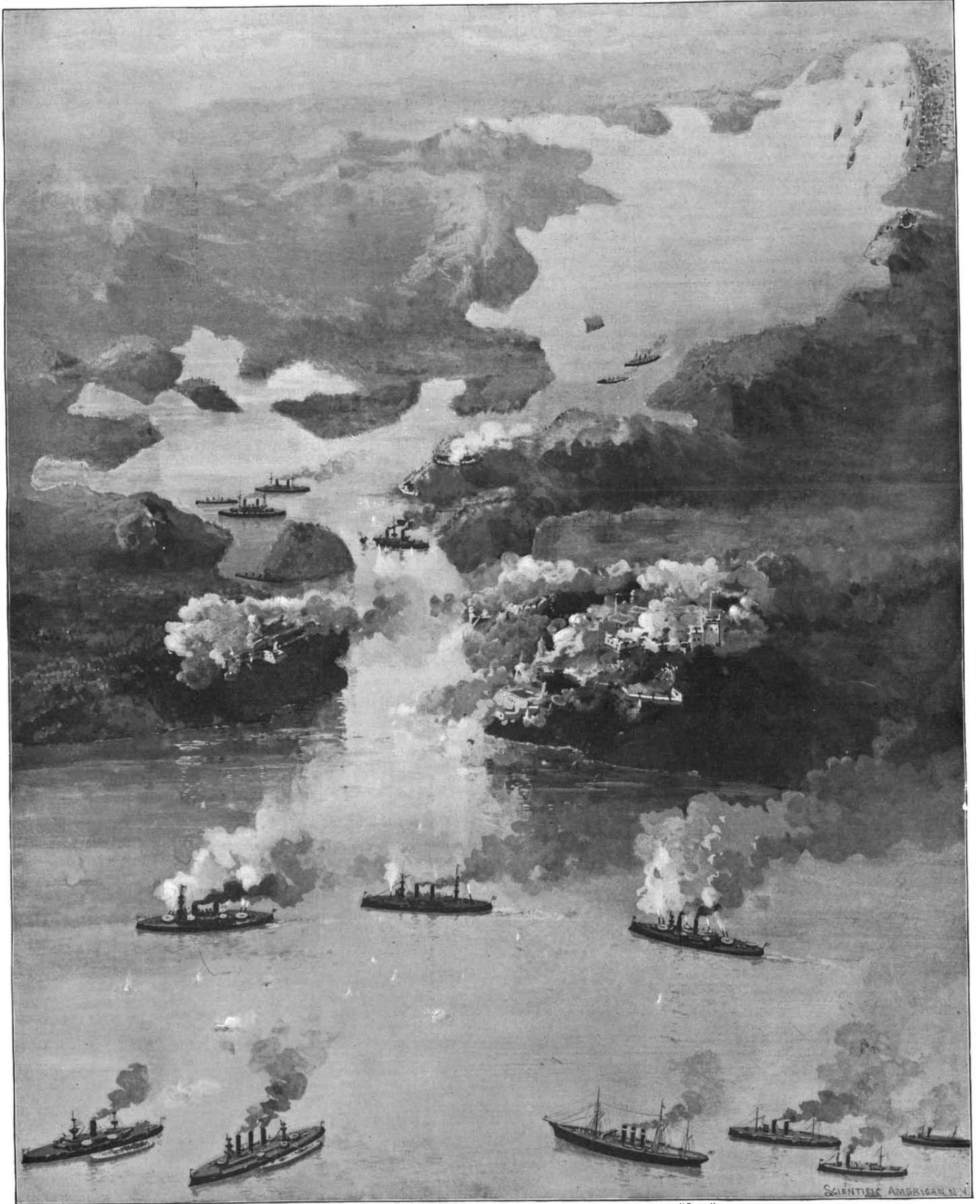
[\$3.00 A YEAR.  
WEEKLY.]

"Furor." "Oquendo."  
"Vizcaya."  
"Pintón."

"Christobal Colon."

"Maria Teresa."

Santiago City.



"Texas." "Brooklyn." NEW ORLEANS. "Harvard" ("Paris"). "Iowa." "Marblehead." "Castine." "Eagle."

SCHLEY'S FLEET ENGAGING THE SANTIAGO FORTS AND THE "CHRISTOBAL COLON."—[See page 375.]