

## RUNNING DOWN WHALES.

BY CHARLES FREDERICK HOLDEK.

The coast of Southern California is protected, to a certain extent, by the islands off shore. The group begins at Santa Barbara with San Miguel; then come Santa Rosa, Santa Cruz, Anacapa, and farther out to sea, thirty miles, San Nicolas. The next following south are Santa Barbara, Santa Catalina, San Clement, and then with a break of seventy miles the Coronadoes. These islands are almost parallel to the coast range and constitute virtually an out-to-sea coast range of mountains which, in all probability, were thrust up at the time the coast was formed, leaving a deep depression between them and the mainland.

This region of extremely deep water is a famous roadway for whales, several kinds being found here feeding upon the vast schools of jelly fishes which are nearly always present. The whale most common is the California gray, which goes every year to the shallows of the Gulf of California to give birth to its young, then moving north along the California coast in what is virtually a great procession. At this time the channel is the sporting ground for the huge animals, and nearly every steamer that crosses sights a school, the scene forming one of the attractions of the trip, as the whales, far from being wild or timid, sometimes evince a playful mood, or, incited by curiosity, come near the steamer, affording the passengers a near view of the largest of living animals.

This sociable disposition has resulted in several encounters between the whales and vessels in which the former have always come off second best. Some years ago a steamer on the trip from San Pedro to San Francisco struck some body, supposed at first to be a log. Several of the men were thrown to the deck; the wheel turned over so violently that the helmsman was also thrown down, and the steamer for the moment came to a standstill. All hands were called, the pumps sounded, and as the mate ran aft he saw a large whale lashing the water astern. The vessel had struck it directly back of the right paddle and evidently crushed it down, rising over it. This whale drifted into Santa Catalina some days later and was towed into one of the little bays of the coast where it was cut up by the fishermen.

During the summer of 1900 the steamer "Hermosa" killed a whale off San Pedro, which was at least eighty feet in length. The steamer was plowing along at a rate of twelve miles an hour when suddenly a large whale rose to spout directly in front of her, placing itself inadvertently across her bows, so that the blow was struck fairly. The shock created a sensation on board and the blow was so violent that several people were thrown from their feet. It was supposed that the vessel had struck a sunken rock; she stopped for a few seconds, trembled, then rose about three feet, heeling slightly, then resumed her course, passing through a mass of blood which colored the water, showing that she had plunged into some large animal. A dead whale was sighted two days later and for several days, on account of its size, it drifted up and down the coast with the tide, defying the efforts of speculative fishermen to secure it. Finally a heavy sea tossed it on the coast at the resort of Redondo, where it was hauled in at high tide, and when the latter went out

left a marvelous spectacle of the remains of one of the largest of living animals. Hundreds of people visited the spot before it was dismembered. A long wound told the story of its contact with the steamer that was wholly uninjured.

Doubtless if the records of shipping disasters were examined many instances would be found where vessels had crashed into whales with results fatal to the animal and more or less injurious to the vessel. In this connection a curious incident may be related regarding the actions of a school of whales at the island of Santa Rosa, Cal. The channel between this island is narrow and often extremely rough, and during a storm it was believed by those on the island that the whales became demoralized, as they deliberately



CALIFORNIA GRAY WHALE KILLED BY A STEAMER.

ran ashore, and the remarkable sight of five or six large whales was observed helpless on the sands. Their bones remained for a long time on what became known as the whales' graveyard.

## A GLIMPSE OF THE NAVAL BATTLE OF SANTIAGO.

To those of our readers who take a lively interest in the history of the United States navy, the engraving which we present of one of the most important phases of the battle of Santiago will possess special attraction. In proportion to its size there is no navy, surely, to whose credit stands such a long list of successful encounters, and in the absolute completeness of the victory gained, even after every allowance has been made for the numbers and power of our ships and the superior discipline of the crews, this battle off the south coast of Cuba will always stand pre-eminent.

Santiago was a triumph both of material and men; a victory the winning of which commenced long before the war-cloud arose and the first gun was heard. The swift destruction of the flower of the enemy's fleet was merely the culmination of a work for whose im-

ception we must go back to the time when our ships first took form on the designer's draughting board, and our ordnance experts drew the diagrams of gun and gun mount, or the engineers converted their allotted share of the displacement into engines, boilers and fuel.

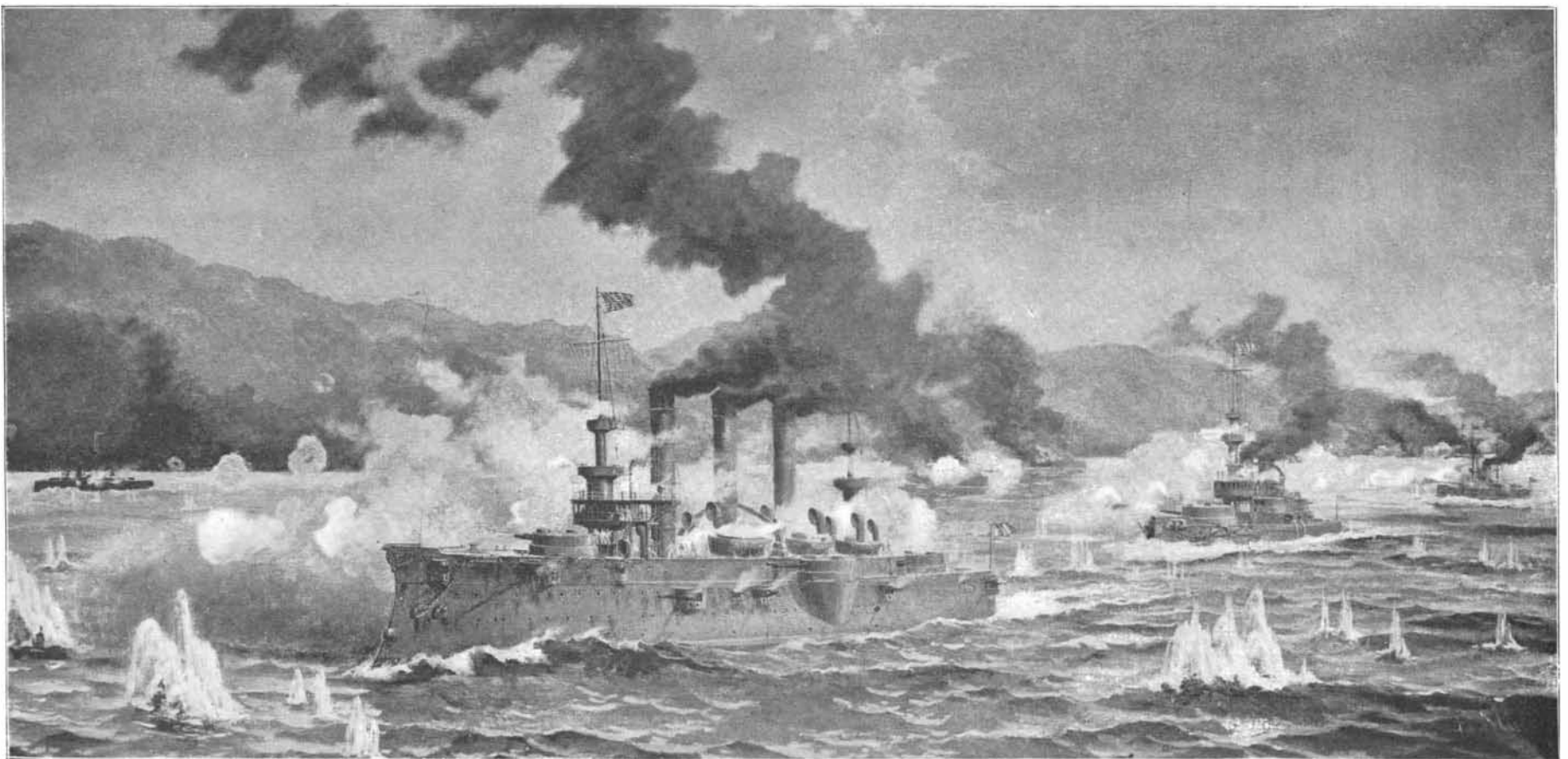
Our engraving of the famous battle was made from one of a series of historical paintings which the retiring Chief Naval Constructor, Rear-Admiral Hichborn, has had painted to represent the development of naval architecture in America. These paintings, which are hung in the office of the Chief of the Bureau, commence with the caravels of Columbus, 1492, and end with the "Pennsylvania" class of battleships of 1901. In addition to this series, and as a climax to the story of naval progress, a large painting of the battle of Santiago de Cuba, the latest engagement which reflected credit alike on the design, the material, and the men of the United States navy, has been added. As almost all the vessels engaged in this action were from designs of which the retiring Chief Constructor has had supervision, there was something peculiarly fitting in placing a painting of this engagement among those of the vessels that engaged in it.

It will be remembered that between 9:35 and 10 o'clock on the morning of Sunday, July 3, 1898, when the Spanish vessels attempted to escape from Santiago de Cuba, the United States' blockading fleet consisted of the "Brooklyn," "Texas," "Oregon," "Iowa," "Indiana" and the auxiliaries "Gloucester" and "Vixen," arranged in a semicircle about the harbor entrance, about 2½ to 4 miles from shore, that being the limit of the day blockading distance. Two other vessels of the fleet, the "Massachusetts" and the "New York," were unavoidably absent, the former having left at 4 o'clock A. M. for Guantanamo to coal, and the latter to convey Rear Admiral Sampson to Siboney for a conference with General Shafter.

When the Spanish fleet cleared the harbor's entrance, it became at once apparent that a running fight was planned instead of an attack upon the American fleet. This method of escape attempted by the Spanish fleet, all steering in the same direction and in single formation, made the scheme of battle very easy for the American squadron.

The first rush of the Spaniards to the westward carried them past a number of the vessels of the blockading squadron, whose crews were at Sunday "Quarters for inspection," but when the warning, "Enemy's ships escaping," was reported from the lookout and "General quarters" sounded, the men dropped clean clothes and polished accouterments and with a cheer sprang to man the guns. The thorough training they had received in the service quickly demonstrated to the enemy that they had encountered no ordinary opponent, for in less than three-quarters of an hour from the time the last Spanish vessel had left the harbor, four of the six vessels comprising the fleet had been set on fire and beached.

The time selected for the painting was about 10:20 o'clock A. M. at a point off Cabrera Point looking eastward. The Spanish ships are seen close in shore, the "Viscaya" leading and the "Colon" following, the "Maria Teresa" and "Oquendo" on fire turning to run



THE NAVAL BATTLE OF SANTIAGO, AS SEEN OFF CABRERA POINT.