

MILES CITY, MONT., *December 19, 1898.*

DEAR SIR: In the summer of 1897 the War Department, acting through the orders of the Quartermaster-General by Maj. D. D. Wheeler, entered into a contract with this county for the construction of a wagon bridge over Tongue River upon the Fort Keogh Military Reservation, by which the Government was to pay the county one-half of \$8,700 in the event this wagon bridge cost that sum or more.

Major Wheeler was before the board of county commissioners at the time of making this contract between the county and the Government, and had the contract made in all respects as he desired it. I inclose you a copy of the original contract on file in the office of the board of county commissioners, which was signed by Major Wheeler, and was in all respects carried out. The Government was represented at the time of letting the contract to W. S. Hewett for the construction of the bridge, and it was also represented in the inspection of the bridge during its construction, and at the final inspection and acceptance of the bridge.

After the county had paid for the bridge and demanded its pay from the Government, which had maintained an officer, under the orders of the commandant at Fort Keogh and his proper superiors, inspecting the bridge during its construction and also on its completion, by whom the bridge was accepted, objection was then raised for the first time to the authority of the War Department to make this contract. I believe this objection was raised by some law officer in the Treasury Department.

Now, I herewith send you a certified copy of the records on file in the county clerk's office. The total cost of the bridge was \$9,556. It is as good a piece of work for the expenditure of that money as was ever made in the State of Montana, and there is not the slightest objection to the performance of the contract in any respect.

Now, what I desire to ask of you in behalf of my county is that you take this matter up with the War Department, or the Treasury Department, if you find that to be the place where the objection was raised to this contract, and if possible secure the payment of it to my county by the War Department, as was originally intended; and if you find that a special appropriation to obtain the payment of the half of \$8,700 to the county, to wit, \$4,350 is necessary, can not that be put through?

Fort Keogh for years has wanted and needed this bridge. It has likewise been needed by some people of this county residing west of Tongue River, who were under the necessity of passing over the Fort Keogh Reservation to reach Miles City, but it was certainly more for the benefit of Fort Keogh than for the benefit of the people of this county.

Will you kindly let me hear from you in the matter, and if there is anything further that we can do we shall be glad to do so.

The War Department had an officer stationed at Fort Keogh who daily inspected this bridge, and there never was the slightest question about the approval of the contract by the Army officers until long after the bridge was constructed. Lieutenant Wilkins is now some place with his regiment, perhaps in Cuba, but the War Department, if it calls upon him and the other officers of the Army who had the actual matter in hand in dealing with the county authorities, will find that this contract was made in good faith by the county, and was by the county carried out in absolute good faith.

None of the drawings referred to are copied and attached to the certified record as they would probably not be of any moment in the construction of it, but if they are, we can furnish copies of the original drawings, plans, and specifications, which are now on file in the county clerk's office.

Yours, very truly,

T. J. PORTER, *County Attorney.*

Hon. T. H. CARTER,
Senate Chamber, Washington, D. C.

In view of the recommendations of the Department, and the apparent justice of the claim of said county, the committee recommends that the bill do pass.

EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

JANUARY 11, 1900.—Ordered to be printed.

Mr. GALLINGER, from the Committee on Commerce, submitted the following
REPORT.

[To accompany S. 728.]

The Committee on Commerce, to whom was referred the bill (S. 728) to promote the efficiency of the Revenue-Cutter Service, having considered the same, report:

Sections 1, 2, and 3 fix the titles of officers of the Revenue-Cutter Service in their order, and are simply groupings or combinations formed from sections 2750, 2751, Revised Statutes, and enactments on appropriation bills creating two additional grades, to wit, captain of engineers and constructor, thus elucidating without changing existing law. The adoption of these sections appears to be essential to the purpose of this bill.

Section 4 fixes the rank of officers of the Revenue-Cutter Service with corresponding grades in the Army and Navy, and is also a revision of section 1492, Revised Statutes, the provisions of which have become confusing by reason of the change of titles of officers of the Navy due to recent legislation. For instance, the section referred to provides for "lieutenants commanding" and "masters." Neither of these titles are now recognized by law. The rank as between officers of the respective services—Army, Navy, and Cutter Service—should be clearly defined and established. The words "relative rank" are purposely omitted as being meaningless and as having been abolished as between the Army and Navy. Officers of the Navy rank with officers of the Army. Officers of the Cutter Service should of right and in fairness rank with both. They have earned, by faithful service, devotion to duty, and heroic effort in peace and in war, this right, and not to confer it would be an unjust discrimination against a valiant and devoted body of men who bear the commissions of the President, by and with the consent of the Senate, upon the same terms as do officers of the kindred services.

Sections 5 and 6 fix the compensation of officers of the Revenue-Cutter Service, making it exactly the same as that paid to officers of the Army and Navy under existing law.

Pay of officers of the Army, Navy, and Revenue-Cutter Service, rank for rank, after twenty years' service.

Army.		Navy.		Revenue-Cutter Service.	
Rank.	Pay.	Rank.	Pay.	Rank.	Pay.
Major	\$3,500	Lieutenant-command- or. Lieutenant	\$3,500	Captain	\$2,500
Captain	2,520	Lieutenant	2,520	First lieutenant and chief engineer.	1,800
First lieutenant	2,100	Lieutenant (junior)...	2,100	Second lieutenant and first assistant engi- neer.	1,500
Second lieutenant.....	2,000	Ensign	2,000	Third lieutenant and second assistant engi- neer.	1,200

Attention is invited to the marked difference shown here between the pay of officers of the Revenue-Cutter Service and that of like or corresponding grades in the Army and Navy. Taking into consideration the arduous, often dangerous, and always continuous work of the officers of the Revenue-Cutter Service, the disparity in pay is simply another discrimination against that service which can not be reconciled with justice or fairness.

The Secretary of the Treasury, in his annual report for 1895, used the following language:

There is no branch of the public service which, in time of peace, requires such continuous, laborious, and hazardous service as this, nor is there any other branch in which the compensation is so inadequate in comparison with the character and extent of the work performed. The duties imposed upon officers engaged in this service often subject them to great exposure and hardship and require the exercise of a high order of skill and discretion.

The Secretary repeated this language in his report for 1896, again in 1898, and emphasized it in his annual report for the fiscal year ended June 30, 1899, as follows:

It will be readily conceded by all who are conversant with the facts that no branch of the public service, in time of peace, requires as continuous, laborious, and hazardous service as this, while in time of war, as was practically demonstrated in the war with Spain, it stands upon the same ground with the Navy in everything except in the matter of compensation and the benefits bestowed by the Government upon the commissioned ranks of the sister service, in connection with which, under the law, the Revenue-Cutter Service bore so conspicuous and meritorious a part.

Section 6 is derived from sections 1262 and 1263, Revised Statutes, and adapted to the grades or ranks of the Revenue-Cutter Service, and provides for a percentage of increase upon the salary of each officer, for length of service, otherwise known as "longevity pay." It has been found necessary to apply this principle to the salaries of army officers and, later, to extend it to naval officers.

It is obvious that the commissioned force of the Revenue-Cutter Service should not be denied the same consideration. It is essential to the morale and efficiency of the corps that such a provision as this should be made for it in common with the kindred services. An officer who has served a given number of years in a particular grade should certainly be entitled to somewhat better compensation than one who has just entered it by promotion; otherwise a man who may have served ten years in a certain grade will receive no more pay than his fellow-officer just promoted. This is not fair; yet this is the condition that prevails and has always obtained in the Revenue-Cutter Service, while in the Army and Navy it is quite different, as shown by

the table given above. But, by way of further illustration of the scheme of section 6, let it be supposed that there are 30 officers in a given grade; that the annual salary of each officer of this grade is \$1,800; that 10 of these have served fifteen years; that the next 10 have served ten years, and the remaining 10 five years. Then—

The first 10 would receive \$1,800 plus 30 per cent.....	\$2,340
The next 10 would receive \$1,800 plus 20 per cent.....	2,160
The remaining 10 would receive \$1,800 plus 10 per cent.....	1,980

But without the percentage increase as provided in the section under consideration, the man who has served fifteen years would receive no more than he who has served but five years. Carrying the illustration a step further, it will be found that the man just promoted to the next grade, and who may not have been in the service more than two or three years, will draw, under present conditions, precisely the same pay as he who has served fifteen years. Such a condition is illogical, wrong in principle, and unfair in results.

Sections 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 are all adaptations from sections 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1275, 1254, 1255, 1256, 1257, 1259, 1274, Revised Statutes, respectively, and cover a proposed measure for the retirement from active service of commissioned officers of the Revenue-Cutter Service who have become physically, mentally, or morally disqualified. That the Revenue-Cutter Service has earned this consideration will not be questioned by anyone familiar with its history, covering more than one hundred years of the lifetime of the Republic. The necessity of making provision for the retirement of the old and otherwise worn-out officers of the Cutter Service has been urged upon Congress by successive Secretaries of the Treasury in their annual reports of 1872, 1873, 1876, 1881, 1895, 1896, 1897, 1898, and Secretary Gage, in his report for the fiscal year ended June 30, 1899, has this to say (p. 56):

In the annual reports for 1897 and 1898 the Secretary urged the necessity of legislation for the promotion of the efficiency of the service. Action by Congress in its behalf is imperative.

This subject was referred to in the last annual report, as follows:

"It is the aim and purpose of the Department to raise the Revenue-Cutter Service to the highest standard of excellence. While much has been done in this regard by the Department in the formulation of proper orders and regulations, certain essential results can not be accomplished without legislation by Congress, the need of which is seriously felt. Something must be done immediately whereby the active lists of commissioned officers can be filled with men mentally and physically qualified to perform the arduous, hazardous, and exacting labors which the laws impose. Prior to the year 1895 the service, due to the absence of remedial legislation, had reached such a state that Congress finally recognized its almost helpless condition, and passed the act of March 2, 1895, under the provisions of which 39 officers were placed upon a permanent waiting-orders (or retired) list. In the enactment referred to Congress recognized two essential features: First, the absolute necessity of extending this relief in the form of a retired list; and, secondly, the justice and fairness of the principle of the relief extended."

But the act did not go far enough. While it relieved an emergency and retired from active service all officers who were then (March 2, 1895) disqualified, it ended there. Some officers who were left on the active list after the law had been carried into effect as physically sound have since become unfit for duty afloat because of age and disabilities incident thereto, as well as to those contracted in the line of duty. As a consequence there are at this time 11 officers who are by reason of age alone incapacitated for active duty afloat. These are as follows: One of 72 years, one of 67 years, three of 66 years, one of 65 years, three of 63 years, and two of 62 years. The length of service of these officers ranges from twenty-eight to thirty-seven years in individual cases, while some of them are veterans of the Navy in the war for the Union. It will thus be seen that the service is seriously crippled at this time, and relief is recommended.

It will be readily conceded by all who are conversant with the facts that no branch of the public service in time of peace requires as continuous, laborious, and hazardous service as this, while in time of war, as was practically demonstrated in the war with Spain, it stands upon the same ground with the Navy in everything excepting in the matter of compensation and the benefits bestowed by the Government upon the commissioned ranks of the sister service, in connection with which, under the law, the Revenue-Cutter Service bore so conspicuous and meritorious a part.

It will be seen from the foregoing that as time passes the service is becoming more and more crippled, so that its condition at this time is rapidly nearing what it was when the remedial legislation of 1895 was enacted. So true is this that within the fiscal year just closed the Department was compelled to assign four first lieutenants to highly important commands because of the lack of officers of the higher grade, due to causes rehearsed above, a condition which is hardly just to the officers thus assigned, because the responsibilities of captains are imposed upon them without the rank and pay.

A clear comprehension of the just claims of this service for the enactment of the pending measure will be found in what follows, relative to its duties, its organization as a technical service, its military character, and, finally, a brief résumé of its history.

The duties of the Revenue-Cutter Service, officially defined under the law, consist in the enforcement of all laws of the United States affecting the maritime interest of the nation, the arrest and prevention of illicit traffic by sea, the navigation laws, compelling all kinds of craft navigating the waters of the United States to comply with legal requirements in regard to documents, lights, steamboat inspection, and passenger laws, the quarantine laws, the rescue and succor of distressed vessels and crews, the drill and discipline of life-saving crews, the supervision of construction of life-saving stations and the entire inspection work of that service, the supervision of anchorage grounds established by law, the patrol and anchorage of vessels in St. Marys River, Michigan, etc.

The commissions of its officers are of the same (life) tenure as those of officers of the Army, Navy, and Marine Corps. Officers enter this, as they do the services named, in the lowest grades, and work their way through long years of service by promotion (after examination, mental and physical) to the highest. No officer has ever been dropped or dismissed except for proven cause, such as bad conduct, or failure to pass the required standard in professional examinations.

While the Cutter Service is, under existing law, a part of the civil establishment, it is and always has been, since the foundation of the Government, constantly regarded and treated as a part of the military force of the country. Its vessels are armed cruisers, officered by men bearing the commissions (under military titles, captains, lieutenants, etc.) of the President, by and with the advice and consent of the Senate, and manned by duly enlisted men; its officers and men are uniformed in accordance with regulations prescribed by the Department; naval discipline and routine prevail on board of all its ships; the officers and crews are required to be proficient in naval drills and to possess a practical knowledge of the use of arms. All these things are military.

The service is required by law not only to aid in the protection of the revenue, but to enforce nearly every statute affecting the maritime interests of the country. By acts of Congress the service is required to aid in the suppression of piracy, in the enforcement of the quarantine laws, and in preventing the violation of the neutrality laws; to suppress mutinies on board merchant vessels, and to use the armament of their ships and the force on board, when necessary, to bring vessels to for examination.

Under section 1492, Revised Statutes, officers of the Cutter Service are invested with naval rank, and under the provisions of section 2757, Revised Statutes, the President may, by a simple order, require the service, or any part of it, to cooperate with the Navy, when it at once becomes part and parcel of the naval force of the country and passes from the jurisdiction of the Treasury Department to the control of the Navy Department. The service is, therefore, a part of the armed force of the country, identical in character with the naval service, because both are nautical and both are military, and may at any time, in peace or in war, be made one by Executive order. It is nothing if not nautical, as its achievements upon the high seas, as well as upon the coast, for more than one hundred years abundantly attest. That it is a military service is conclusively shown by its organization, the training and education of its officers, naval discipline, routine, and the work it is constantly called upon to perform, as the following brief résumé of its history will show:

The Cutter Service was organized in 1790. One of the leading features of its organization was to place its vessels and crews upon the footing, in drills, discipline, and armament, of regular vessels of war. There being then no Navy Department in existence, nor for about eight years thereafter, the service was, as a matter of convenience simply in the discharge of public business, attached to the Treasury Department, where it has remained ever since. The act of Congress of July 1, 1799, authorized the President to "cause the revenue cutters to be employed to defend the seacoast and to repel hostility to vessels and commerce within their jurisdiction."

In 1798 the President, "with a view to producing concert of action of the naval forces of the United States, placed the revenue cutters at the disposal of the Secretary of the Navy," and seven of them were accordingly employed in the West Indies during the quasi French war and afterwards in the suppression of piracy in that quarter.

By act of Congress of March 2, 1799, the President was authorized to direct the Cutter Service to cooperate with the Navy, as well in peace as in war.

In the war of 1812 revenue cutters were employed as dispatch boats and for coast defense. On several occasions they engaged the enemy and fought with great bravery and skill, notably in the case of the cutter *Surveyor*, which was captured by an overwhelming force from the British frigate *Narcissus* after a defense so desperately brave as to cause the British captain to return to Captain Travis, of the *Surveyor*, his sword, with a letter bearing admiring testimony to his gallant conduct.

In 1815, and for a number of years thereafter, some of the most active and gallant officers of the Navy sought and obtained commissions in the Cutter Service, and found excellent scope for the seamanship and gallantry which distinguished the officers of the Navy at that time. Few officers of the Navy have had imposed upon them more responsible, delicate, and important duties than were devolved upon Lieutenant Paine, who, in command of a revenue cutter, represented the United States in the waters contiguous to the British provinces on our Northeastern frontier during the fishery troubles that ensued after the treaty of 1818, and none have discharged such with more credit than he. In 1836 several vessels of the service participated in the Seminole war and maintained a high reputation.

Under the law of 1837, requiring the President to assign public vessels to service on the coast during the winter months for the relief of

storm-driven vessels of commerce, ships of war were at first designated, but could not perform the work, and were soon replaced by the fleet of revenue cutters, and the Cutter Service has performed this hazardous work every year since.

In the war with Mexico several cutters served in cooperation with the Navy.

In 1858 the steam cutter *Harriet Lane*, commanded by Capt. John Faunce, of the Revenue-Cutter Service, served in the squadron of the Paraguay expedition and was pronounced, in a letter from the commodore commanding to Captain Faunce, the most efficient ship in the fleet.

During the civil war the cutter *Harriet Lane* shared in the attack on Newport News and Hatteras Inlet, the cutter *Miami* in that on Sewells Point, while the *E. A. Stevens*, also known as the *Naugatuck*, was with the ironclads in the attack on Fort Darling with Rodgers.

Several revenue cutters performed valuable service in the Chesapeake Bay in cooperation with the Potomac flotilla in preventing the transportation of supplies from North to South, and Capt. Thomas M. Dungan, of the cutter *Reliance*, was killed in action near the Virginia shore.

It thus appears that the military character of the Cutter Service has been established by law in its employment in warlike operations in every war in which the country has been engaged.

The military character of the Revenue-Cutter Service was officially stated by the Treasury Department in the report of the service in 1881, as follows:

The Revenue-Cutter Service, while charged by law with the performance of important civil duties, is essentially military in its character. Each vessel is provided with great guns, and furnished with as full a complement of small arms for its crew as any ship of war. Its officers are required to be proficient in military drill and possess a thorough knowledge of the uses of both great and small arms. Its crews are required to be instructed from day to day at the great guns and in the use of small arms. Commanding officers are required, while boarding vessels arriving in ports of the United States, in case of failure or refusal of any such vessel on being hailed to come to and submit to the proper inspection by an officer of the service, to fire first across her bows as a warning, and in case of persistent refusal to resort to shot or shell to compel obedience. In the performance of this work they are likely at any time to receive injuries, and to be subjected to the same dangers in time of peace as the force employed on naval vessels.

By act of March 2, 1799, it is provided that the revenue cutters shall, whenever the President so directs, cooperate with the Navy. It will be observed that the cooperation of the two services prescribed in the act above quoted is not contingent upon a state of war or other particularly perilous conditions. On the contrary, it may take place in time of peace and for specific purposes and when less hazard is involved to the two services than pertains to the discharge of a revenue vessel of its ordinary duties.

But if in legal theory they are civil employees, are they so in fact? Are they less positively a part of the military force in time of war than the Army or Navy? It is true that revenue vessels are not to be ordered into action on purely military service, offensive or defensive, except the President so direct; neither are the vessels of the Navy.

The status of the Revenue-Cutter Service is therefore that of a coast-guard navy, as the Navy proper is an ocean navy. The one polices the coast and the other the ocean.

There is no duty performed by naval vessels in time of peace that can not be and has not been performed by vessels of the Revenue-Cutter Service, while in time of war they have taken part with the sister service.

The seizure of smugglers and the prevention of illicit trade—the only duty of the service that has direct relation with the collection of

customs—is precisely similar to the duty of naval officers in seizing vessels engaged in contraband trade in time of war. Other duties of the Revenue-Cutter Service—such as the enforcement of the neutrality laws, the suppression of piracy, and of mutinies in merchant vessels—are now actually imposed on and performed by the Navy in common with the Cutter Service.

The further fact is brought to your attention that the Senate has passed two such measures, which went to the House in due course, but never reached a vote in that body.

No further reasons than are given in this report ought to be necessary to convince any fair mind that the Revenue-Cutter Service has the same right, and for like reasons, to the benefits and privileges extended by law to the Army, Navy, and Marine Corps. Every argument, reason, and corollary urged in behalf of those services, and which induced Congress to establish and maintain a retired list for them, applies with equal force to the Revenue-Cutter Service in its prayer for recognition in this regard. It can not be that the personnel of the commissioned ranks of the kindred branches named are so much better paid and have the assurance of retirement upon a fair competence, when, on account of advanced age or other reason, they can no longer perform active duty, because they render harder, more onerous, more difficult, or better service in the interest of the public weal than those of the Revenue-Cutter Service.

All the facts are against such an assumption. The actual conditions covering the incessant and constant toil incident to the duties of the Cutter Service, from "the rock-bound coast of Maine to the hot and depressing climate of the Gulf waters; from the rugged and comparatively little-known shores of Arctic Alaska to the southernmost limits of California," which have been feebly set forth in the preceding pages, refute it, and show the grounds of right and justice upon which the Cutter Service is planted in its appeal for consideration, and why, therefore, its prayer for this measure of relief should be extended to it. No one gifted with just impulses for one moment questions the right of the Army, Navy, and Marine Corps to the stipends and et ceteras they enjoy. But there is no valid reason for what appears to be a studied and invidious discrimination against the Cutter Service in the denial to it of the full measure of just and fair legislation accorded to the other services.

The single fact that the Cutter Service is included in the civil establishment has in past years been urged as a potent factor against the enactment of this or other like measures for the promotion of the efficiency of the Cutter Service, but in view of the action of the law-making power in the enactment of March 2, 1895, the argument loses both value and force, Congress having at once recognized the principle, right, and justice of retirement for officers of the Cutter Service.

It is now urged that this acknowledged principle be carried to a fair and legitimate conclusion, and that the Cutter Service be given the boon for its old officers along the same lines upon which it has been accorded for a great many years to the officers of the Army, Navy, and Marine Corps, whose peers they are.

The Revenue-Cutter Service has taken an active and conspicuous part in the war with Spain. There were with the Navy 13 revenue cutters, carrying 61 guns, 98 officers, and 562 enlisted men. Of these, 8 cutters (43 guns), 58 officers, and 339 men were in Admiral Sampson's fleet and on the Habana blockade; 1 cutter (6 guns), 10 officers, and 95 men were in Admiral Dewey's fleet at Manila, and 4

cutters (12 guns), 30 officers, and 128 men cooperated with the Navy on the Pacific coast.

At the battle of Manila the *McCulloch*, Capt. D. B. Hodgson, Revenue-Cutter Service, efficiently performed the duties assigned by Admiral Dewey. It was the *McCulloch* that carried to Hongkong the dispatches announcing to the Government and to the world that glorious and signal victory. Admiral Dewey has officially commended the commander of the *McCulloch* for the value and efficiency of his command.

At the battle of Cardenas; May 11, the revenue cutter *Hudson*, Lieut. Frank H. Newcomb, Revenue-Cutter Service, commanding, sustained the fight against the gunboats and shore batteries of the enemy side by side with the naval torpedo boat *Winslow*, and when Ensign Bagley and half the crew of the latter-named vessel had been killed and her commander wounded, rescued from certain destruction the vessel and the balance of the crew, under the furious fire of the enemy's guns. On the same day (May 12) the *Windom*, Captain Maguire, Revenue-Cutter Service, engaged the enemy's shore batteries at Cienfuegos, demolished the light-house, and destroyed the rendezvous of the Spanish troops there. During this engagement the senior naval officer present, in appreciation of the fine work of the *Windom*, signaled from his flagship, "Well done, *Windom*."

The *Manning*, Capt. F. M. Munger, Revenue-Cutter Service, commanding, was in active engagements with shore batteries of the enemy, and Captain Todd, United States Navy, has officially bestowed upon her commander generous praise for the efficiency of his command and for effective and meritorious services. Rear-Admiral Howell and Commodore Remy have officially commended the efficiency of the service in cooperation.

In addition to services rendered by vessels with the naval forces, there were seven others, carrying 10 guns, 33 officers, and 163 men, with the Army, engaged in patrolling and guarding mine fields in various harbors from Boston to Mobile and New Orleans.

The Revenue-Cutter Service had in active cooperation with the Army and Navy throughout the war 20 vessels, carrying 71 guns, 131 officers, and 725 men. There were three other vessels—25 officers and 210 men—ordered to be transferred to the Navy, but because of unavoidable delay by contractors in finishing their work the vessels could not be sent to the front.

Section 24 provides for the recognition by law of the commissioned personnel of the Cutter Service in the same measure and manner that the Army and Navy are recognized by each other.

Appended hereto is a report in detail of the operations of the Revenue-Cutter Service in the war with Spain, memoranda of services performed by the service from July 1 to December 31, 1899, and other data.

Your committee earnestly recommend the passage of the bill.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
DIVISION OF REVENUE-CUTTER SERVICE,
Washington, D. C., September 1, 1899.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to submit herewith "The official record," showing the active and conspicuous part taken by the United States Revenue-Cutter Service in the war with Spain.

There were in cooperation with the Navy 13 revenue cutters, carrying 61 guns, 98 officers, and 562 enlisted men. Of these, 8 cutters (43 guns), 58 officers, and 339 men were in Admiral Sampson's fleet and on the Havana blockade; 1 cutter (6 guns), 10 officers, and 95 men were in Admiral Dewey's fleet at Manila, and 4 cutters (12 guns), 30 officers, and 128 men cooperated with the Navy on the Pacific coast.

IN COOPERATION WITH THE NAVY.

ASIATIC SQUADRON—Admiral GEORGE DEWEY, U. S. N., commanding.

The MCCULLOCH:

Capt. Daniel B. Hodgson, R. C. S., commanding.
First Lieut. Daniel P. Fo'ey, executive.
Second Lieut. Walker W. Joynes, navigator.
Third Lieut. William E. At Lee.
Third Lieut. Randolph Ridgely, jr.
Third Lieut. John Mel.
Chief Engineer Francis B. Randall.
First Asst. Engineer William C. Myers.
First Asst. Engineer William E. Maccoun.
Second Asst. Engineer Henry E. Schoenborn.
Asst. Surg. Joseph B. Greene, U. S. M. H. S.

Captain Hodgson was detached and ordered home May 24, 1898; turned over the command to Lieutenant Foley June 17, 1898.

Capt. C. L. Hooper assigned May 24 and assumed command July 16, 1898.

Chief Engineer Randall died May 1, 1898. Apoplexy.

Chief Engineer Chalker assigned May 7; joined July 1.

NORTH ATLANTIC SQUADRON—Rear-Admiral W. T. SAMPSON, U. S. N., commanding

The MANNING:

Capt. F. M. Munger, R. C. S., commanding.
First Lieut. C. H. McLellan, executive.
Second Lieut. G. L. Carden, ordnance officer.
Second Lieut. George M. Daniels, navigator.
Third Lieut. George H. Mann.
Third Lieut. W. A. Wiley.
Third Lieut. P. C. Prince.
Chief Engineer H. C. Whitworth.
First Asst. Engineer H. U. Butler.
Second Asst. Engineer Herman Kotzschmar, jr.
Second Asst. Engineer Daniel W. Blake.
Surg. A. T. Mitchell.

The MORRILL:

Capt. H. D. Smith, R. C. S., commanding.
First Lieut. J. C. Cantwell, executive.
Second Lieut. F. A. Levis, navigator.
Second Lieut. C. S. Craig.
Third Lieut. H. G. Fisher.
Chief Engineer E. P. Webber.
First Asst. Engineer William Robinson.
Second Asst. Engineer F. G. Snyder.
Surg. J. Spencer Hough.

The HAMILTON:

Capt. W. D. Roath, R. C. S., commanding.
First Lieut. C. C. Fengar, executive.
Second Lieut. W. V. E. Jacobs, navigator.
Second Lieut. J. G. Ballinger.
Third Lieut. O. G. Haines.
Chief Engineer James A. Severns.
First Asst. Engineer H. L. Boyd.
Second Asst. Engineer J. D. Newton.
Surg. Charles H. James, jr.

The WINDOM:

Capt. S. E. Maguire, R. C. S., commanding.
 First Lieut. F. G. F. Wadsworth, executive.
 Second Lieut. R. O. Crisp, navigator.
 Second Lieut. S. P. Edmunds.
 Third Lieut. J. V. Wild.
 Chief Engineer C. F. Coffin.
 First Asst. Engineer C. W. Zastrow.
 Second Asst. Engineer E. W. Davis.
 Surg. John C. Travis, March 29 to August 1, 1898.
 Surg. W. E. Handy, August 2 to August 29.

The WOODBURY:

Capt. H. B. Rogers, R. C. S., commanding.
 First Lieut. W. G. Ross, executive.
 Second Lieut. S. M. Landrey, navigator.
 Second Lieut. D. F. A. de Otte.
 Third Lieut. Charles Satterlee.
 Chief Engineer E. G. Schwartz.
 First Asst. Engineer E. J. Noonan.
 Second Asst. Engineer R. E. Wright.
 Surg. Edward F. McConnell.

The HUDSON:

First Lieut. F. H. Newcomb, R. C. S., commanding.
 Second Lieut. J. H. Scott, executive.
 Third Lieut. E. E. Mead.
 First Asst. Engineer N. E. Cutchin.
 Second Asst. Engineer T. G. Lewton.

The CALUMET:

First Lieut. W. H. Cushing, R. C. S., commanding.
 Third Lieut. W. G. Bladell, executive.
 First Asst. Engineer A. J. Howison.
 Second Asst. Engineer Urban Harvey.

The MCLANE:

First Lieut. W. E. Reynolds, R. C. S., commanding.
 Second Lieut. A. J. Henderson, executive.
 Second Lieut. A. R. Hasson.
 Third Lieut. C. W. Cairnes.
 Second Asst. Engineer C. A. Wheeler.

ON THE PACIFIC COAST.

The RUSH:

Capt. W. H. Roberts, R. C. S., commanding.
 First Lieut. J. L. Sill, executive.
 Second Lieut. A. L. Gamble, navigator.
 Third Lieut. L. T. Cutter.
 Third Lieut. Eben Barker.
 Chief Engineer D. McC. French.
 Second Asst. Engineer W. L. Maxwell.
 Second Asst. Engineer Waller Taylor.
 Surg. Robert McAdory.

The GRANT:

Capt. J. A. Slamm, R. C. S., commanding.
 First Lieut. B. L. Reed, executive.
 Second Lieut. B. M. Chiswell, navigator.
 Third Lieut. J. C. Hooker.
 Third Lieut. Eugene Blake.
 Chief Engineer A. L. Broadbent.
 Second Asst. Engineer H. D. Glover.
 Second Asst. Engineer J. B. Turner.
 Surg. Robert R. Hammond.

The CORWIN:

Capt. W. J. Herring, R. C. S., commanding.
 First Lieut. P. W. Thompson, executive.
 Second Lieut. P. H. Uberroth, navigator.
 Second Lieut. F. C. Billard.
 Second Lieut. B. H. Camden.
 First Asst. Engineer C. F. Nash.
 Second Asst. Engineer J. I. Bryan.
 Second Asst. Engineer S. M. Rock.
 Surg. Stephen Whyte.

The PERRY:

Capt. W. F. Kilgore, R. C. S., commanding.
 First Lieut. J. H. Brown, executive.
 Second Lieut. H. L. Peckham, navigator.
 Third Lieut. R. M. Sturdevant.
 Third Lieut. F. B. Goudey.
 Chief Engineer C. W. Munroe.
 Second Asst. Engineer T. W. Ross.
 Second Asst. Engineer W. J. Sedgwick.
 Surg. W. L. Ludlow.

In addition to services rendered by vessels with the naval forces, there were 7 others, carrying 10 guns, 33 officers, and 163 men, with the Army, engaged in patrolling and guarding mine fields in various harbors, from Boston to Mobile and New Orleans.

IN COOPERATION WITH THE ARMY.

GUARDING AND PATROLLING MINE FIELDS.

BOSTON HARBOR.

The DALLAS:

Capt. R. M. Clark, R. C. S., commanding.
 Third Lieut. J. F. Hottel.
 Chief Engineer S. T. Taylor.
 Second Asst. Engineer George F. Paul.

NEWPORT, R. I.

The DEXTER:

Capt. W. H. Hand, R. C. S., commanding.
 Second Lieut. F. G. Dodge.
 Third Lieut. F. W. Smith.
 Chief Engineer M. T. Chevers.

MOBILE BAY.

The WINONA:

Capt. G. H. Gooding, R. C. S., commanding.
 Third Lieut. A. Buhner.
 Chief Engineer W. J. Phillips.
 Second Asst. Engineer G. S. Porcher.

NEW ORLEANS.

The SMITH:

First Lieut. E. C. Chaytor, R. C. S., commanding.
 Asst. Engineer F. R. Falkenstein.

MISSISSIPPI RIVER.

The GALVESTON:

Capt. John Dennett, R. C. S., commanding.
 First Lieut. C. T. Brian, executive.
 Third Lieut. P. H. Scott.
 Chief Engineer F. W. H. Whitaker.
 First Asst. Engineer H. O. Slayton.

BALTIMORE HARBOR.

The GUTHRIE:

First Lieut. J. W. Howison, R. C. S., commanding.
First Asst. Engineer E. A. Jack.

PENSACOLA.

The PENROSE:

First Assistant Engineer Dorry, in charge.

At the battle of Manila, the *McCulloch*, Capt. D. B. Hodgson, R. C. S., efficiently performed the duties assigned by Admiral Dewey. It was the *McCulloch* that carried to Hongkong the dispatches announcing to the Government and to the world that glorious and signal victory. Admiral Dewey has officially commended the commander of the *McCulloch* for the value and efficiency of his command as follows:

UNITED STATES NAVAL FORCE ON ASIATIC STATION,
FLAGSHIP OLYMPIA,
Cavite, Philippine Islands, June 12, 1898.

The SECRETARY OF THE NAVY,

Washington, D. C.

SIR: I take pleasure in bringing to the attention of the Department the zeal and efficiency of Capt. Daniel B. Hodgson, R. C. S., commanding the *McCulloch*, while serving in the squadron under my command.

2. The *McCulloch* steamed from Hongkong to Manila Bay in the squadron formation and ran the batteries at the entrance with the squadron, and while not placed in the line of battle at the battle of Manila Bay, was kept near by and in readiness to assist any vessel that might be disabled.

3. Since joining my command and up to the time of his detachment Captain Hodgson has kept the *McCulloch* in a high state of efficiency and ready to move at a moment's notice and made her a valuable auxiliary to the squadron.

4. I request that the Department will communicate this report to the honorable Secretary of the Treasury.

I have the honor to be, very respectfully,

GEORGE DEWEY,
Rear-Admiral, United States Navy,
Commanding United States Naval Force on Asiatic Station.

And again, upon the occasion of the detachment of the *McCulloch* from his command, as follows:

UNITED STATES NAVAL FORCE ON ASIATIC STATION,
FLAGSHIP OLYMPIA,
Cavite, Philippine Islands, November 11, 1898.

The SECRETARY OF THE NAVY.

SIR: 1. On the occasion of the U. S. revenue cutter *McCulloch* being detached from my command, I have again the honor to request that you will convey to the Treasury Department my appreciation of her valuable services while attached to the squadron under my command.

2. I have already had the pleasure of bringing this to the attention of the Department, at the time Captain Hodgson was detached, and now beg to state that all duty assigned to the *McCulloch* while under Captain Hooper was performed with the greatest zeal, efficiency, and judgment.

I have the honor to be, very respectfully,

GEORGE DEWEY,
Rear-Admiral, United States Navy,
Commanding United States Naval Force on Asiatic Station.

At the battle of Cardenas, May 11, the revenue cutter *Hudson*, Lieut. Frank H. Newcomb, R. C. S., commanding, sustained the fight against the gunboats and shore batteries of the enemy side by side with the naval torpedo boat *Winslow*, and when Ensign Bagley and half the crew of the latter-named vessel had been killed and her commander wounded, rescued from certain destruction the vessel and the balance of the crew, under the furious fire of the enemy's guns. This gallant action was recognized by the honorable Secretary of the Navy as follows:

NAVY DEPARTMENT,
Washington, D. C., June 15, 1898.

The SECRETARY OF THE TREASURY.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, and to forward herewith a copy of the report requested. I regret that

inadvertently a copy of this letter was not forwarded to you immediately after it was received. (See page 21 for the report.)

The rescue of the *Winslow* by the *Hudson* was so gallantly done, in the face of a most galling fire, that First Lieut. Frank H. Newcomb, R. C. S., commanding, his officers and men, deserve the warmest commendation. The *Winslow* was riddled with shell, disabled, helplessly drifting on to the beach into the hands of the enemy, her captain wounded, her only other officer and half of her crew killed, but the *Hudson* courageously remained by her in the very center of the hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until finally a line was made fast to the *Winslow* and that vessel towed out of range of the enemy's guns.

Very respectfully,

JOHN D. LONG, Secretary.

The services of the *McCulloch* and *Hudson* were made the subject of a special message to Congress by the President, which was as follows:

To the Congress of the United States:

On the 11th of May, 1898, there occurred a conflict in the bay of Cardenas, Cuba, in which the naval torpedo boat *Winslow* was disabled, her commander wounded, and one of her officers and a part of her crew killed by the enemy's fire.

In the face of a most galling fire from the enemy's guns the revenue cutter *Hudson*, commanded by First Lieut. Frank H. Newcomb, United States Revenue-Cutter Service, rescued the disabled *Winslow*, her wounded commander, and remaining crew. The commander of the *Hudson* kept his vessel in the very hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until he finally got a line made fast to the *Winslow* and towed that vessel out of range of the enemy's guns, a deed of special gallantry.

I recommend that, in recognition of the signal act of heroism of First Lieut. Frank H. Newcomb, United States Revenue-Cutter Service, above set forth, the thanks of Congress be extended to him and to his officers and men of the *Hudson*; and that a gold medal of honor be presented to Lieutenant Newcomb, a silver medal of honor to each of his officers, and a bronze medal of honor to each member of his crew who served with him at Cardenas.

It will be remembered that Congress, by appropriate action, recognized the several commanders of ships of war for their services in the battle of Manila, May 1, 1898.

The commander of the revenue cutter *Hugh McCulloch*, present and in active cooperation with the fleet under Commodore Dewey on that occasion (by Executive order under the provisions of section 2757, Revised Statutes), is the only commander of a national ship to whom promotion or advancement was not and could not be given, because he already held the highest rank known to the Revenue-Cutter Service.

I now recommend that, in recognition of the efficient and meritorious services of Capt. Daniel B. Hodgson, United States Revenue-Cutter Service, who commanded the *Hugh McCulloch* at the battle of Manila (that officer being now in the sixty-third year of his age, and having served continuously on active duty for thirty-seven years), be placed upon the permanent waiting orders or retired list of the Revenue-Cutter Service, on the full duty pay of his grade.

EXECUTIVE MANSION, June 27, 1898.

WILLIAM MCKINLEY.

On the same day (May 11) the *Windom*, Captain Maguire, R. C. S., engaged the enemy's shore batteries at Cienfuegos, demolished the light-house, and destroyed the rendezvous of the Spanish troops there. During this engagement the senior naval officer present, in appreciation of the fine work of the *Windom*, signaled from his flagship, "Well done, *Windom*."

The *Manning*, Capt. F. M. Munger, R. C. S., commanding, was in many engagements with shore batteries of the enemy, and Captain Todd, U. S. N., has officially bestowed upon her commander generous praise for the efficiency of his command and for effective and meritorious services in the following letter:

U. S. S. WILMINGTON (THIRD RATE),
Off Isle of Pines, Cuba, August 17, 1898.

The SECRETARY OF THE NAVY,

Navy Department, Washington, D. C.

SIR: 1. It gives me much pleasure to commend to the favorable consideration of the Department the commanding officer of the revenue cutter *Manning*, who has been under my command on blockade duty on the south coast for the past few

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weeks. He has always been on the alert in the performance of duties assigned him, his vessel was ever ready, and he displayed high qualities in the performance of all duties assigned him from time to time.

2. I was associated with the *Manning*, during the period of hostilities, in the northern blockade, and the high opinion I then formed of the efficiency of the *Manning* has been more than borne out by the service on the south blockade, which I had the honor to direct. The loyal assistance given by Captain Munger under all the varying circumstances of service around the island of Cuba places him in the front rank of those temporarily assigned to the regular service.

3. I take great pleasure in calling the attention of the Department to the highly meritorious services of this officer.

Very respectfully,

C. C. TODD,

Commander, U. S. N., Commanding, Senior Officer Present.

Rear-Admiral Howell and Commodore Remy have officially commended the efficiency of the Service in cooperation as follows:

U. S. FLAGSHIP SAN FRANCISCO,
Fort Monroe, Va., September 16, 1898.

The SECRETARY OF THE TREASURY.

SIR: Referring to the inclosed request from the Secretary of the Treasury, I have to report that during my service on the north coast of Cuba, from about July 1, 1898, until August 13, 1898, I had under my immediate command the revenue cutters *Hamilton*, Capt. W. D. Roath; *Windom*, Capt. S. E. Maguire; *Woodbury*, Capt. H. B. Rogers, and *Hudson*, Lieut. F. E. Newcomb, all engaged in work on the north-coast blockade. I am pleased to testify to the uniform zeal and efficiency with which the work of these vessels was performed. During my command there was no special work performed by any of them; nor was I in Cuban waters at the time of the Cardenas and Cienfuegos engagements referred to.

None of the other revenue cutters were under my command long enough for me to report upon them.

Very respectfully,

J. A. HOWELL,

Rear-Admiral, U. S. N., Commander in Chief North Atlantic Fleet.

UNITED STATES NAVY-YARD, PORTSMOUTH, N. H.,
September 6, 1898.

Rear-Admiral JOHN A. HOWELL, U. S. N.,
Commander in Chief United States Naval Force, North Atlantic Squadron.

SIR: Referring to your letter No. 49 of the 29th ultimo, I have the honor to report that during the time I commanded the naval base, May 7 to August 25, 1898, I found the revenue cutters *Hudson*, *Morrill*, *Hamilton*, *Calumet*, *McLane*, *Manning*, *Windom*, and *Woodbury* in the duties allotted to those vessels efficient, so far as came under my observation. The vessels only came under my command and observation when at the naval base for supplies and repairs.

Very respectfully,

GEO. C. REMEY,

Commandant Navy-Yard and Station.

The Revenue-Cutter Service had, in active cooperation with the Army and Navy throughout the war, 20 vessels (carrying 71 guns), 131 officers, and 725 men. There were three other vessels, 25 officers, and 210 men ordered to be transferred to the Navy, but, because of unavoidable delays by contractors in finishing their work, the vessels could not be sent to the front.

Appended hereto are the official reports of commanding officers, setting forth in detail the duty performed by each vessel in cooperation with the Navy in the Asiatic Squadron and in the North Atlantic Squadron.

Respectfully submitted.

C. F. SHOEMAKER,

Captain, R. C. S., Chief of Division.

Official reports of commanding officers.

U. S. S. McCULLOCH,
Manila Bay, May 3, 1898.

Commodore GEORGE DEWEY, United States Navy,
Commanding United States Naval Force on Asiatic Station.

SIR: Regarding the part taken by this vessel in the naval action of Manila Bay, at Cavite, on Sunday morning, May 1, 1898, I have the honor to submit the following report:

Constituting the leading vessel of the reserve squadron, the *McCulloch* was, when fire opened, advanced as closely as was advisable in rear of our engaged men-of-war. In fact, where several shells struck close aboard and others passed overhead, and kept steaming slowly to and fro ready to render any aid in her power and to respond at once to any signal from the *Olympia*. A 9-inch hawser was gotten up and run aft should assistance be necessary in case any of our ships grounded.

At a later hour during the day, just prior to the renewal of the attack by our squadron, I intercepted the British mail steamer *Esmeralda*, in compliance with a signal from our flagship, communicated to her commander your orders in regard to his movements, and thence proceeded to resume my former position of the morning, near the fleet, where I remained until the surrender of the enemy. I desire to state, in conclusion, that I was ably seconded by the officers and crew of my command in every effort made to be in a state of readiness to carry out promptly any order which might have been signaled from your flagship.

Respectfully, yours,

DANIEL B. HODGSDON,
Captain, R. C. S., Commanding.

NAVY DEPARTMENT,
Washington, D. C., December 29, 1898.

The SECRETARY OF THE TREASURY.

SIR: I have the honor to inclose herewith, for your information, a copy of a letter received from Rear-Admiral George Dewey, United States Navy, commander in chief of the United States naval force on the Asiatic station, regarding the valuable services rendered by the U. S. revenue cutter *McCulloch* while attached to his squadron.

Very respectfully, yours,

JOHN D. LONG, Secretary.

U. S. S. McCULLOCH, ASIATIC SQUADRON,
Manila, Philippine Islands, September 20, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: For the information of the Department I have the honor to transmit the following synopsis of duties performed by this vessel since arriving in these waters:

Late on the afternoon of April 8, 1898, the date of the arrival of this vessel at New Harbor, Singapore, the following cablegram, signed "W. B. Howell, assistant secretary," was transmitted to the commanding officer by the United States consul-general:

"Direct commanding officer of the U. S. S. *McCulloch* on arrival proceed to Hongkong, report his command, duty Commodore Dewey, Asiatic Station."

The work of coaling and other ship's business were expedited as much as possible, but owing to the general observance on shore of the holiday season accompanying Easter Sunday (April 10), affairs were considerably delayed. On the 11th a second communication was received through our consul-general, as follows:

"Send word to consul at Singapore to direct commanding officer of revenue-cutter *McCulloch*, on her arrival there, to proceed quick to Hongkong and to avoid Spanish ports and men-of-war."

This he indorsed as being an exact copy of message from Department of State, dated April 2, 1898, as communicated to me in dispatch from Hon. John Baner, United States minister at Bangkok, dated April 4, 1898, and received by me on the date below. (Signed) "E. Spencer Pratt, United States consul-general, Singapore, April 14, 1898."

On the following day at 11.40, the *McCulloch* weighed anchor and sailed for Hongkong, experiencing a fair passage and reaching that port at 3.10 p. m. Sunday, April 17, having logged on the run 1,452 knots. The American Asiatic Squadron was found to be moored in the man-of-war anchorage, where we were

also assigned a berth by the harbor authorities, and the commanding officer, Capt. D. B. Hodgson, U. S. R. C. S., at once called upon Commodore George Dewey, U. S. N., commander in chief, and reported this command for duty, as per instructions in cablegram previously quoted. The vessel at once went under naval régime, was in the course of the next two days coaled and painted "war" color—a leaden gray—and received from the flagship copies of the naval signal books, sets of signal flags and night signals, copies of all existing squadron orders, and instructions regarding the cipher code and its key. A signal yard was rigged on the foremast, and Lieut. John Mel assigned as signal officer. Later, this officer, through his own labors, installed an Ardois system on board, the equal of any in the fleet.

Two of the new pattern navy 3-inch B. L. R.'s, mounted on field carriages, were received, one each from the U. S. S. *Baltimore* and *Raleigh*, together with appurtenances and a supply of ammunition, and mounted one on each side of the topgallant forecastle, abreast the forward hatch. They were secured by a wire strap passed through an eyebolt in the deck and then around the axle of the carriage, the best scheme which could be devised in the absence of a proper ship's mount for them. It may be added here that these pieces were never fired to test the efficiency of the manner in which they were mounted, but were, after the arrival of our troops at Manila Bay, transferred to the Army.

On April 24 the *McCulloch* sailed for Mirs Bay, China, in company with the war ships *Boston*, *Concord*, and *Petrel*, and the storeships *Nanshan* and *Zafiro*, the *Olympia*, *Baltimore*, and *Raleigh* following the next day. Here further preparations were made to promote the efficiency and secure the safety of the vessel. The square-sail yard was sent down, jib boom rigged in and dismantled, strong backs, awning stanchions, topgallant forecastle rail, gangways, and lower booms unstripped, and with their gear all sent aboard the *Nanshan* for safe-keeping.

At 2 p. m. on April 27 the entire fleet weighed anchor and proceeded to sea on a S. E. course, steaming in two columns at a standard speed of 8 knots per hour, the reserve squadron, headed by the *McCulloch*, being on the right. That afternoon, in compliance with a signal from the flagship, the remarkable proclamation of the Governor-General of the Philippines was read to the crew at muster, and by them received with three cheers. During the passage toward Manila the men were exercised at drill, and on the 30th of April final preparations for battle were made: backstays snaked down, boats covered with canvas for splinter shields, barricades made around pilot house and topgallant forecastle with spare sails, awnings, and hammocks, gaffs slung with chains, after guns protected by piling up in their wake wardroom and cabin bedding, chronometers and standard compasses stored below, anchors secured, clips for rifles all filled, ammunition for the batteries gotten on deck, and magazines carefully examined for storage. The carpenter also made a number of plugs for shot holes, as well as two stretchers for use of the surgeon.

At 4.10 that afternoon a boat from the *McCulloch* boarded a native schooner, the *San Rafael*, with a view of obtaining information regarding the disposition of the Spanish forces, but the visit was barren of results.

At 5.30 the fleet stopped off Subig Bay, and all commanding officers repaired on board the flagship, upon signal for a consultation and to receive orders.

At 6.20 started ahead at a 6-knot speed, this vessel having assumed a position astern of the U. S. S. *Boston*, the formation of the fleet being in indented column, and all lights extinguished except a screened stern light on each vessel. As the evening wore on the night developed into a partially cloudy one, yet fairly good for seeing, and the long line of vessels, with only an occasional roll of smoke from some stack, with all hands at quarters and in perfect silence, steamed slowly along the coast toward the entrance of Manila Bay. Entering by the Boca Grande, or southern channel, the indented formation was broken, the *Olympia* taking the lead, and the rest of the squadron following in single column, this vessel, the *Nanshan*, and *Zafiro*, in order named, being the last three.

At midnight the van of the column rounded Corregidor Island and headed up the bay without any sign being made from shore of the presence of an enemy, but at 12.15 a. m., May 1, just as this ship brought El Fraile Rock abaft the starboard beam, the smokestack caught on fire and sent up a pillar of flame like a signal light. Whether or not this was the first seen of our fleet by the Spanish gunners is not known, but it is certain that immediately thereafter a shot was heard from a battery, later discovered to have been on El Fraile Rock, followed quickly by a second one, which passed whistling and tumbling over this vessel. The *Boston*, just ahead of the *McCulloch*, answered with a 6-inch gun, and the *McCulloch* fired three projectiles from her after starboard 6-pounder R. F. gun at a range of 4,500 yards. A third shot came from the enemy's battery, and was replied to by an 8-inch shell from the *Boston*, after which firing ceased.

At a 4-knot speed the fleet now steamed to northward and eastward up the bay, so as to reach its head by daylight. The disposition of the naval vessels of our force in the action which followed off Cavite Sunday, May 1, is well known to all. To this vessel was assigned the duty of protecting the storeships *Nanshan* and *Zafiro* from the incursions of any of the enemy's gunboats, and she was also charged to be ready to assist in towing or otherwise any one of our own fleet which might be disabled. Her position was well in advance of the storeships, which lay more toward the center of the bay and close in rear of our line of battle.

Shells frequently struck around or passed over the *McCulloch*, and it is to be questioned, from the wild fire of the Spaniards, if the ship was not in as much danger in the position she occupied as if she had been in the actual fighting line. When the fleet withdrew from the action, and prior to its resumption, this ship, at about 10.30, was ordered to intercept an approaching merchant vessel, which proved to be the British steamer *Esmeralda* from Hongkong, and warn her to anchor till the battle was over. This was carried out, and later, during the second portion of the engagement, the *McCulloch* resumed her original position in rear of the attacking vessels.

After the surrender of the enemy at Cavite, the *McCulloch* proceeded with the major portion of the fleet to an anchorage nearer Manila, and at 2 p. m. conveyed the American consul from the flagship to the British ship *Buckleigh* with a view of sending dispatches ashore through the agency of her captain. At 4 p. m. she steamed down the bay with Chaplain Frasier, of the *Olympia*, on board, and at 4.20 p. m. committed to the deep, with naval ceremonies, the body of her late chief engineer, F. B. Randall, who, being stricken with an attack of heat apoplexy while in engine room on duty at about 12.30 a. m., had expired at 2.05 a. m. Returned to anchorage at 5, and at 6.15, in response to orders from flagship, moved to a position one-half mile off mouth of Pasig River, with the object of preventing any vessel, war or otherwise, from leaving Manila.

Remained there throughout the night with armed sentinels on watch and battery cast loose. On May 4 the *McCulloch* coaled from steamship *Nanshan*.

On the morning of May 5 a signal was received from the *Olympia*, "Be ready to get underway at 1 p. m." It was soon ascertained that we were to proceed to Hongkong with dispatches, the cable from Manila to that port having been picked up and cut by order of the commander in chief, upon refusal of the telegraph company's officials on shore to send forward his messages. During the forenoon there were received on board for passage Lieut. Commander J. B. Briggs, U. S. N., invalided from U. S. S. *Baltimore* to naval hospital, Yokohama; Surgeon Kindberger, U. S. N., detached from *Olympia* and ordered home; Pay Inspector D. A. Smith and Lieutenant Brumby, of the *Olympia*, together with Mr. Stickney, correspondent of the New York Herald, and the commodore's steward. At 1 p. m. hoisted up anchor and stood down the bay, accompanied by U. S. steamers *Boston* and *Concord*. When the Boca Chica Channel was opened, a large man-of-war was sighted in the offing, and the captain of the *Boston*, the senior officer present, gave the signal, "Clear ship for action," which order was immediately complied with.

Approaching the stranger she proved to be the French cruiser *Bruix*, and the batteries were thereupon secured. At 3.55, off entrance to the bay, the *Boston* signaled, "Proceed on your cruise," whereupon the vessel was put on a course for Hongkong and the engines started full speed ahead. The voyage was uneventful and the weather very fine and quiet, but warm, the run of 646 knots, as logged, being made from anchorage to anchorage in forty-nine hours and ten minutes, several hours of this time, when in company with *Boston* and *Concord*, being only under half speed. The vessel lay in the harbor of Hongkong the twenty-four hours allowed by the British neutrality proclamation, being busily engaged taking on stores for various vessels of our fleet, packages for the officers, and mail matter. Meantime Lieutenant Brumby, the commodore's flag lieutenant, had been landed immediately on arrival, and cabled home the first authoritative news of the victory at the battle of Cavite, May 1.

Weighed anchor at 2.35, May 8, and had Waglan light-house abeam at 3.49 on the return trip, which proved like the run up, without incident and favored by mild weather. The distance logged was 633 miles, and the time consumed forty-eight hours and thirty minutes. During the run up and back a most vigilant lookout was kept, and the battery held in readiness for quick use, owing to the reports that several Spanish gunboats were cruising between Luzon Island and Singapore.

The vessel was again coaled, receiving on this occasion Australian coal, and on May 13 left for Hongkong on a second trip, having on board as passengers the fleet paymaster, D. A. Smith, of the *Olympia*; the flag secretary, Ensign Caldwell, U. S. N., the latter bearing the rear-admiral's dispatches, and Mr. Alexandrino, a native of Luzon and a prominent leader of the insurgent movement; also a draft

of firemen and coal passers from the *Olympia*, our own engineer's force being much depleted owing to sickness, consequent upon high temperature of engine and fire rooms in these latitudes. Had a fine passage until within about 100 miles of our destination, when ran into a rough beam sea with fresh northeast breeze, causing some decrease of speed, the run to anchorage being made in fifty hours and forty-three minutes, during which time a distance of 637 knots was covered.

On this visit the vessel was anchored in Chinese waters, in Kanlung Bay, just opposite Hongkong, with a view of avoiding any trespass on the neutrality regulations of the English authorities at the latter place. Sent dispatches on shore, took on board supplies for our fleet, and received as passengers Paymaster Heap and Pay Clerk Lazuer, under orders to the U. S. S. *Raleigh*; Mr. Stickney, of New York Herald staff; Mr. Alguinaldo, head of the insurgent movement in the Philippines, thirteen of his leading supporters, and the carpenter's mate of the U. S. S. *Boston*. Sailed from Kanlung Bay at 10.50 a. m. May 17, and reached the anchorage off Cavite on the 19th, forty-eight hours and fifty-seven minutes from point of departure, having logged meantime 639 knots over a quick sea, discharged stores, and landed passengers. Vessel now moved into Canacao Bay, taking up position near navy-yard, and coaled and overhauled certain portions of machinery.

While here, on the evening of the 24th instant, a red Very signal was observed on the U. S. S. *Callao*, followed by several shots, and we at once sent an armed boat's crew in charge of Lieutenant Ridgely to ascertain if aid was needed. This officer returned at 9.30, having found out that the firing was by unknown parties on shore, whence he had also proceeded, and that nothing was wrong; but he had been thanked by Captain Berryman, U. S. M. C., in charge of the guard at the navy-yard, for the prompt show of aid made by the *McCulloch*. Secured during this time from the wreck of the *Reina Christina* two 37 mm. Hotchkiss revolving cannon, from which some essential parts were missing, however, and two cone gun mounts from same. These guns have since been fitted almost completely, or at least to such a degree as to render them efficient arms of defense, have been set up on their mounts on the poop deck, and a large quantity of ammunition procured from other vessels of the fleet for their service.

On May 25 the *McCulloch* shifted berth to an anchorage near the *Olympia*, out in Manila Bay, and orders were received to keep steam at all times in readiness to move at short notice. The vessel was now largely employed in boarding duty, intercepting all vessels entering the harbor, in order to preserve the integrity of the blockade established by our fleet. The chain was always kept hove in as short as weather conditions permitted, hose for cleaning same kept led out on topgallant forecandle, steam held at 135 pounds pressure, and an order passed that, upon receipt of a signal from the flagship to get under way, the officer of the deck should heave in at once before seeking to inform the commanding officer.

By these methods the vessel has on occasion been gotten under way in two minutes, and the average time was about five minutes. The first vessel boarded on this duty was H. B. M. S. *Linnet*, on June 2. On June 3 got under way at 3.10 a. m., under orders to steam to entrance of bay and along western and northern shores on lookout for a small Spanish gunboat, reported about to attempt an escape from Manila, and intercept her. Cruised over course indicated until 10.55 a. m., but saw no signs of such a craft; then resumed position.

On 5th instant made a like cruise on a similar mission, extending from midnight to 9.05 a. m. and covering about the same ground, but observed no movements on the part of any strange vessels. Returning toward our fleet, the *McCulloch* steamed through the foreign ships anchored close off Manila, for the purpose of counting the merchantmen anchored there and filled with refugees, for the information of the commander in chief. At 7 a. m., June 6, boarded German steamer *Darmstadt*, bringing relief crews for German men-of-war in port, and requested her captain first to report to Admiral Dewey, which he did. On June 8 again steamed through foreign fleet, counting refugee ships, some of them being reported as having left the bay. Boarded an incoming Japanese man-of-war, and later in the day cruised toward the mouth of the Malibon River to investigate suspicious smoke observed in that direction. On the evening of the 13th instant received signal from flagship: "Have occasion to expect a torpedo attack; be ready"—in consequence of which battery was loaded, guns' crews slept at their guns, and searchlight was in constant operation. The night, however, proved quiet.

June 15 boarded French cruiser *Pascal* as she approached Manila anchorage. On the 17th instant Capt. D. B. Hodgson, U. S. R. C. S., left the vessel, having been detached and ordered home, and the command devolved on First Lieut. D. P. Foley, U. S. R. C. S. Captain Hodgson sailed the same afternoon on board the *Zafiro* for Hongkong. On June 21, while the admiral's steam barge was in the foreign fleet, whither it had conveyed his flag lieutenant on some official business, a launch, thought to be flying the Spanish flag, was seen hovering around

her in such a manner as to excite suspicion that an attempt was to be made to intercept the representative of the commander in chief. The vessel was immediately directed to proceed to his assistance and to capture the strange boat if she was under Spanish colors; but arriving on the scene the craft proved to have up the Belgian ensign. On this occasion a count was again made of the merchant refugee vessels off Manila.

June 22 boarded H. B. M. S. *Bomarcutura*, and on the 24th boarded an incoming Japanese cruiser, and on the 25th boarded H. B. M. S. *Iphigenia*, the French flagship *Bayard* and the British gunboat *Plover* and the British merchant steamer *Yuen San*, in the order named, as they entered the bay. The following morning convoyed the admiral's steam barge to the foreign fleet, where the commander in chief went to pay an official call on the French admiral: the former returned to the flagship on board the *McCulloch*. June 27 started down the bay at 8.20, smoke having been seen near the entrance, and at 9.15 boarded H. B. M. gunboat *Pigmy*; later in the day boarded the insurgent steamer *Bulusan*, the German cruiser *Irene*, and one native steamer; also looked into Marivales Bay to observe operations of two German men-of-war therein anchored. This is the occasion which furnished the grounds for the much-exploited "Irene incident" of the American and foreign press.

On the 29th of June a small Spanish gunboat was observed to leave the mouth of one of the rivers in the northwestern portion of the bay about 4 p. m. and head toward Manila, as if intending to enter the Pasig River. This vessel was signaled to intercept and capture her. Got under way immediately under full head of steam and steered for her, all hands at quarters and every gun loaded, maneuvering so as to come between the approaching enemy and the foreign fleet and Pasig River. The vessels drew closer and closer together, and an effective range was about to be reached, when it was discovered that the Spaniard flew at his fore a small flag of truce. Soon afterwards, just as a cutter was lowered to board him, his own boat was called away and he came to the *McCulloch*. His statement was that he had left Manila May 1 with his command and withdrawn to one of the rivers to the northward and westward of the city, having on board about 150 refugees, Spanish officers, soldiers, and women; that he had expected to escape from the bay by night at some time since then, but had been prevented by the watchfulness of our fleet, and that now, oppressed by the approach of the insurgents and worn out by hunger and privation, he desired to surrender to Admiral Dewey. Sent an officer on board his vessel, the *Leyte*, with him, hauled down the Spanish ensign, and convoyed the craft to an anchorage near the flagship, where she was turned over to the commander in chief.

July 1 boarded German transport *Drachenfels*, and on the same day Chief Engineer Chalker, R. C. S., and draft of 20 men from San Francisco, per transport *Sydney*, came aboard. On the 2d instant communicated with British steamer *Eddie*, inward bound with stores for British men-of-war. The same afternoon the flagship sighted what appeared to be two strange launches close inshore toward Malibon, but a trip by this vessel to that locality failed to develop anything. On the 3d instant, during forenoon, boarded German merchant steamer *Wotau*, and that night at midnight cruised to entrance of bay, a steamer's lights having been reported as seen thereabouts by the *Olympia*; no vessel, however, was encountered.

July 5, at 8.30 a. m., received Admiral Dewey on board and conveyed him to Marivales Bay, the commander in chief being desirous of observing actions of German men-of-war in that anchorage; returned to our fleet at 3 p. m.

On the 9th instant took Lieutenant Calkins, U. S. N., of the *Olympia*, and party to mouth of Malibon River, where five cascos were obtained from natives and later towed to Cavite Navy-Yard for use of our authorities in transporting stores and troops. On the 10th boarded English gunboat *Pigmy* as she came up the bay, and the following day communicated with the English gunboat *Rattler*. July 12th the wardroom steward, Kondo Saku, a Japanese by birth, died after a long siege of fever. He was buried with proper ceremonies the same day in the cemetery at San Roque, Chaplain Frasier, of the flagship, officiating.

July 13 boarded in the lower part of the bay the British ship *Ellen A. Reed*, from Australia, with 2,600 tons of coal, and ordered her captain to report to the commander in chief; also, on 15th, performed same duty in respect to British steamer *Nyanza*, coal laden. The following day communicated with incoming U. S. transport *China*, later receiving on board Capt. C. L. Hooper, U. S. R. C. S., ordered to the vessel as commander, and a draft of 11 men, who had accompanied him out from San Francisco.

A limited overhauling in engineer's department now ensued for several days, and meantime the vessel secured from the transport *City of Peking* a 3-pounder D. S. R. F. gun and mounted it on topgallant forecandle, afterwards being provided with ammunition of this caliber from U. S. S. *Charleston*. On the 21st of

July boarded the British ship *Fort Stuart* and informed her of the blockade regulations, thence proceeding to take up anchorage close to mouth of Malibon River under orders to board and examine all craft entering or leaving same, it being suspected that supplies were going into Manila by this route. Remained here throughout the day. On same duty July 22.

On the 23d instant communicated with German cruiser *Cormorant* as she came in and received mail from her, and on the 25th resumed duty off Malibon. On 27th and 28th took on board about 30 tons of pig iron from Cavite Navy-Yard for ballast. July 30, went to boarding duty off Malibon, seizing en route to that place a casco which appeared to have on board some suspicious documents, which were turned over to commander in chief. August 2, the vessel was employed in the forenoon in restoring to her berth the British ship *Honolulu*, which had dragged the preceding night, and late on the evening of the 3d, a signal having been observed on board the U. S. S. *Ohio*, transport, our steam launch, sent in response thereto, landed at Cavite two army officers from that vessel who had no means of transportation ashore. On the afternoon of the 4th, the weather being rough and squally, took mail from our fleet across the bay to the German cruiser *Kaiserine Augusta*, about to sail for Hongkong, together with communications from the flagship to British man-of-war *Immortalite*. August 7, coaled from British steamer *Cyrus*. Following day towed British steamer *Nyanza*, collier, from a rough berth into a quiet anchorage near Cavite.

On August 9 commanding officers of the fleet were notified by Admiral Dewey that the bombardment of Manila would take place on 10th instant, at noon. Upon receipt of this information prepared ship for action, unshipping ladders and awning stanchions and sending them out of the vessel, together with all paints and oils; shipped spare tiller and rove off relieving tackles, broke out sail locker and built barricades on topgallant fore-castle with sails and awnings, secured boats against splinter effects, got up 9-inch hawser and ranged it aft in readiness for use, if needed; inspected magazines and exercised guns' crews and powder division at whipping up and distributing ammunition to the several classes of R. F. guns. On 10th instant received word from the commander in chief that the bombardment was postponed, but the commanding officers would be given twenty-four hours' notice of its beginning. Continued minor preparations for battle and exercised at subcaliber practice.

August 12, boarded incoming Japanese flagship *Matsushima* and conveyed mail from her to our flagship; received notice bombardment of Manila would occur the following morning. Under way at 6.45 a. m., August 13, with Admiral's aide on board, and conveyed him to U. S. S. *Concord* and *Petrel*, anchored to northward and westward of breakwater of Pasig River, where he had official business to transact; returned to vicinity of flagship at 8.30 and remained there, lying off and on until 8.55, when entire fleet weighed anchor and stood to northward and eastward to assume positions previously assigned for the attack on Manila, this vessel being in the line of attack with the rest of the squadron. The surrender of the city followed after the firing of a few rounds from the *Olympia*, *Raleigh*, *Petrel*, and *Callao*, directed against Fort Malate, the easternmost outpost of the Spaniards, without a shot being discharged in answer, and our fleet anchored off Manila at 3 p. m. Our Army had, meantime, marched in by way of Parnaque and Malate, and additional troops were brought over from Cavite by the transport *Kwonchoi*, which vessel, owing to her light draft, stood close in to the breakwater where it joins the shoal.

The *McCulloch* being directed at 3.30 p. m. to go in close to her and assist in landing troops, shifted anchorage to convenient berth and sent four boats, in compliance with the above order, which engaged in conveying soldiers from the *Kwonchoi* to the city. Later these boats' crews in charge of their officers attempted, in conjunction with the men from the U. S. S. *Callao*, to extinguish a fire on the Spanish gunboat *Cebu*, which vessel, with Spanish colors flying and steam up, had been set on fire at her moorings inside the mouth of the Pasig River. Their combined efforts, however, were unsuccessful in checking the progress of the conflagration, and the steamer eventually sank in her berth. August 14, conveyed the flagship's tender *Barceolo*, which was in leaky condition, to Cavite, for repairs, and upon return to Manila sent officer and boat's crew to examine location and character of a fire on shore, which seemed near to and about to ignite a large supply of coal. The following day was spent chiefly at Cavite, whither the vessel went on several matters of official business for the flagship, and while there got on board various articles of ship's property lately sent ashore for safe-keeping. Transferred to S. S. *Australia*, for passage to Mare Island Hospital, B. H. Sjoburg (quartermaster), F. W. Humphrey (seaman), Paul G. Owens, and F. C. Craig (ordinary seamen), they having been condemned by medical survey.

On the 16th received information, through a British steamer bringing Govern-

ment dispatches, that hostilities had ceased. On August 17 loaded on board a lot of oil from British steamer *Orus* and proceeded to Corregidor Island, where the commanding officer had the same landed and transported to the light-house situated on the summit of said island, and discovered the former native light keepers and authorized them to clean and reestablish the light, which had been discontinued by the Spanish authorities at the commencement of hostilities. Remained here during night watching operation of light and returned to Manila on the 18th. On August 25 held summary court-martial, by authority of Admiral Dewey, on John Duffy (seaman), Iver Jacobsen (seaman), and William Dunseath (oiler), charged with drunkenness. Sent up square sail yard, rigged our jibboom and set up head stays, got in place rails and awning stanchions, and at work rehabilitating vessel on a peace footing.

August 26, conveyed to Corregidor Island certain supplies for the light-house; also took an officer from office of the captain of the port to inspect San Nicholas Shoal beacon and Corregidor Island light-house. The *McCulloch* now laid to and anchored off Manila until September 5, during which time the engineer's force overhauled certain portions of the machinery and had repairs made as authorized by commander in chief; also considerable work was accomplished on deck in shape of general cleaning; overhauling, and straightening out the ship. On the 5th shifted berth to an anchorage near Cavite Navy-Yard and proceeded to take on board for ballast a lot of solid round shot. Same day summary court-martial for trial of Joseph Parorel (seaman) met. Returned to Manila on the 11th and lay to an anchor, awaiting developments on part of insurgent forces on shore, it being the Admiral's intention, should trouble come with them, to employ this vessel with the light-draft ships of the fleet in an attack on their various towns, strongholds, and vessels.

In conclusion it can only be added that, during the period of this vessel's cooperation with the naval force of the United States on this station, covered by this report, no opportunity has offered or detail been assigned her which permitted of the achievement of any conspicuously meritorious act, but it is believed that all duties have been attended to in a manner satisfactory to the senior officer and to the credit of the service.

The duties have been somewhat arduous and confining to both officers and men. No liberty on shore has been given the men since the departure of the fleet from Hongkong, April 24. From May 1 to August 13, the day of the surrender of the Spanish forces at Manila, all lights, except standing lights, were, by the squadron order, extinguished at 7 o'clock p. m.

There was no visiting between vessels except on official business. The variety of food was not very great. Armed sentries always kept on deck for the batteries. Guns' crews frequently slept by their guns, and search lights were in constant use. The strain of prolonged watchstanding under such conditions becomes considerable. Our crews were, moreover, unaccustomed to the intense heat of May and June, or the torrential rains which later followed until late in August. Since then, however, with the subsidence of the southwest monsoon, the advent of better weather, the increased liberty of action and more regular routine consequent upon the cessation of hostilities, duty in the Philippines has assumed a phase more in accordance with ship life on any tropical station.

Very respectfully,

C. L. HOOPER,
Captain, U. S. R. C. S., Commanding.

U. S. S. HUDSON,
Key West, Fla., May 13, 1898.

THE SECRETARY OF THE NAVY,
Washington, D. C.

SIR: I have the honor to submit the following report of the participation of this vessel in the engagement with the Spanish forces at Cardenas on the 11th instant:

At 11.30 a. m., while off the main entrance to Cardenas Bay, the *Hudson* was ordered by the senior officer present to accompany the U. S. S. *Wilmington* and the U. S. torpedo boat *Winslow* inside. All three vessels started immediately, and, after some preliminary soundings to determine the best water, passed through Blanco Channel into the bay and headed for Cardenas.

About 1 p. m., when abreast of Corogal Point, the *Hudson* was ordered by the commanding officer of the U. S. S. *Wilmington* to "go out and look at small craft." Steamed over toward Diana Cay and skirted the western shore of the bay. Discovered no vessels, and observing that the *Wilmington* and *Winslow* were nearing Cardenas, at 1.35 p. m. steamed toward them at full speed. At 1.45, when a little over a mile distant from our vessels, saw firing commence from the shore, which

was immediately returned by our ships. At 1.50, when within range of the shore guns, the *Hudson* opened fire upon them with her two 6-pounders. Observing that the *Winslow* was quite inshore and exposed to the full strength of the enemy's guns, ran up alongside of the *Wilmington* and asked if we should go to her assistance (*Winslow*). Received the answer, "Yes," and at once steamed into the immediate vicinity of the *Winslow*, keeping up a constant and rapid fire from the *Hudson's* battery upon the enemy's guns on shore. At 2.20, commanding officer of the *Winslow* reported his vessel totally disabled, and requested to be towed out of range.

Owing to the shoal water and the rapid drift toward shore of the *Winslow* (the wind was on shore), it was fully thirty minutes before the *Hudson* succeeded in making a line fast from the *Winslow* and started ahead with her. The enemy kept up a constant fire during this time, which appeared to be especially directed toward the *Winslow*, and which was returned at every opportunity by the *Winslow* and *Hudson*.

The *Winslow* was towed alongside the *Wilmington*, from which vessel a boat was sent with a medical officer, who transferred the dead and wounded from the *Winslow* to the *Wilmington*. Finally, at about 3.30 p. m., all three vessels steamed out of the bay, the *Winslow* in tow of the *Hudson*. At about dark joined the U. S. S. *Machias* outside, where the *Winslow* was anchored. At 9.15 p. m. the *Hudson* started for Key West with dispatches for the senior officer commanding that station, and carrying the dead and wounded from the *Winslow*. Reported to the senior officer commanding at Key West at 7.10 on the morning of the 12th instant. The only damage resulting to the *Hudson* during the engagement was a few slight marks from small projectiles upon two of the fire-room ventilators and a few bullet marks upon the outside of the pilot-house plating. One hundred and thirty-five shells were fired from the two 6-pounders during the action.

Respectfully, yours,

FRANK H. NEWCOMB,
First Lieutenant, R. C. S., Commanding.

(Through senior officer commanding naval station, Key West, Fla.)

U. S. S. HUDSON,
Key West, Fla., May 31, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: In obedience to Department order of the 19th instant (C. F. S.), I have the honor to submit the following full detailed report of the part taken by my command in cooperation with vessels of the Navy in the recent action at Cardenas, Cuba.

At daylight on the morning of the 11th instant the *Hudson* was cruising on blockade duty off Cardenas, about 6 miles north of Cruz del Padre light-house, in company with the U. S. S. *Machias*. The smoke of a steamer approaching from the eastward was discovered, and the *Hudson* was pointed for it under a full head of steam. As soon as near enough to ascertain the steamer to be the U. S. S. *Wilmington* the *Hudson* was headed to the westward, following the *Machias* toward the day anchorage under Piedras Cay. As we rounded Mona Cay the *Machias* signaled, "Regulate your movements by this vessel," which was done. The *Machias* led the way in by Piedras Cay and up the outer bay, and at about 9 o'clock came to anchor 1½ miles NNE. of Diana Cay, one of the islands guarding the inner approaches to Cardenas Bay. At this time three Spanish gunboats were observed in the western part of the bay, 4 or 5 miles distant, steaming slowly toward Cardenas.

Upon approaching within hail the *Hudson* was ordered by the *Machias* to proceed up toward two sunken sloops in the channel on the east side of Diana Cay, look around, and see what could be found. As an impression prevailed on board that torpedoes had been planted in this channel, I asked the *Machias*, "Do you want us to go up to those sunken vessels?" The answer was, "No; be very careful."

The *Hudson* then proceeded very slowly up the channel, sounding constantly and carefully, feeling the way, going ahead and backing on the engine as occasion required. Oftentimes there was less than 6 inches of water under her. She was drawing 9 feet 4 inches aft. In about an hour we had worked up to within 100 yards of the sunken sloops. Then finding deeper water to the eastward, we worked around inside of them and stopped, not feeling justified under our orders to proceed farther into the bay. The largest Spanish gunboat came within about 3 miles of us, evidently watching our movements. After lying at ten minutes about half a mile east of Diana Cay and finding that the enemy's gunboat was not

disposed to come any nearer, we returned to the *Machias*, reporting alongside about 11 o'clock. We were then ordered to report to the *Wilmington*, which vessel and the torpedo boat *Winslow* had joined the *Machias* during our absence. By the *Wilmington* we were ordered to proceed with the *Winslow* and sound out the channel between Romero and the largest of the Blanco Cays and to sweep it with our small boats for torpedoes. We started right away, following the *Winslow*, which, by reason of her superior speed, soon distanced us. When off the eastern end of Romero Cay, while running at full speed, the *Hudson* grounded and stopped, with only 7 feet of water under her. After several ineffectual attempts to back off, the 6-pounder ammunition in the afterhold was carried forward, and finally the *Hudson* backed off into deeper water. We then sounded our way down the channel about a mile, when we met the *Wilmington* coming slowly in.

All three vessels then proceeded into the bay, the *Wilmington* in the center, with the *Winslow* on her port bow and the *Hudson* on the starboard. After proceeding in this manner for several miles the *Hudson* was ordered to fall back upon the *Wilmington's* starboard quarter, clear of her guns, supplemented by "When you get up there gather in all you can." The *Winslow* occupied a similar position on the opposite side.

About 1 p. m., when nearly abreast of Corogal Point, the *Hudson* was ordered by the *Wilmington* to "go out and look for small craft." Accordingly we started over to the northward toward Diana Cay, and circled along the western shore of the bay, standing as near in to the land as the shoal water would permit. In crossing the main ship channel three black buoys were seen in line, about half a mile apart, which were avoided for fear they marked torpedoes or mines. Finally, at 1.35 p. m., not having seen vessels of any kind whatever on that side of the bay, we steamed at full speed toward the *Wilmington* and *Winslow*, now nearing Cardenas. At 1.45 p. m. they had arrived off the city and were steaming to the eastward along the water front, probably 1½ miles offshore. Suddenly the *Winslow* dashed in toward the wharves, and when about 1,800 yards distant the smoke of a gun fired from the center of the city front was observed. Both vessels immediately returned the fire; more guns followed from the shore, and when we arrived at the scene, about ten minutes later, a general engagement was in progress. The *Hudson* steamed in between a bark and a full-rigged brig lying at anchor, and taking a position about 1,800 yards from the shore, off the western end of the city, opened fire with her two 6-pounder Driggs-Schroeder guns upon the enemy's battery, which could only be located by the smoke from the guns. Meantime the *Wilmington* had turned and was steaming slowly to the westward, outside of the *Hudson*.

The *Winslow* still maintained her original position when first fired upon. After firing several rounds from the *Hudson's* guns it was seen that she would soon be in line with the *Wilmington's* fire. Accordingly we ran out around the latter vessel to obtain a clearer field for our operations. Passing within hail of the *Wilmington*, I asked, pointing toward the *Winslow*, "Shall I go down there and pitch in?" The answer was "Yes."

Up to this time I had received no official intimation whatever as to the object in view nor what part the *Hudson* was expected to take in the affair. A signal had been flying from the *Wilmington's* masthead for some time, which could not be made out from the *Hudson*. What it signified I have never been informed.

The *Hudson* ran in at full speed until about 150 yards inshore of the *Winslow* and a short distance to the eastward, when the engine was stopped and firing resumed with the two 6-pounders. Upon our original entry into the engagement the first two or three shells from each gun struck the water a trifle short of the city front, but after that all of our shells appeared to land in among the buildings on shore, some of them in close proximity to the enemy's guns.

After having been in action a few minutes it was noticed that the *Winslow* was moving about in a very strange and erratic manner, and it was found quite difficult at times to avoid a collision with her. She was darting back and forth in line with the city front, and as the fire of the enemy appeared to be directed mainly upon her it was concluded finally that she was being maneuvered in this way to avoid the fixed concentrated range of their guns. It was afterwards learned that one of her boilers and the steering engine had been struck and disabled, and that her commander was trying to point either end of her offshore in order to withdraw.

The enemy's shells were falling and bursting all over and around the two vessels, and why the *Hudson* was not seriously damaged by them is beyond comprehension. I saw one shell, that passed close over the top of our pilot house, strike the *Winslow*, but fortunately it failed to burst. Another shell, apparently a large one, passed close to us, and striking the water alongside the *Wilmington*, half a mile outside, threw a column of spray nearly as high as her bridge. The use of smokeless

powder in some of the enemy's guns made it impossible to locate them. But their marksmanship was very poor, and many of their shells struck the water a long way inside of us. We had been firing steadily for about twenty minutes, most of the time lying inshore of the *Winslow*, and often between her and the enemy's guns as we maneuvered for position, when it was reported to me that she was probably disabled. I immediately offered assistance to her commanding officer, which he declined by a negative shake of the head. Ten or fifteen minutes later, when we were to windward and outside of the *Winslow*, he reported his vessel as totally disabled, and requested to be towed out of range of the enemy's guns. This was the first definite information received on board the *Hudson* of the *Winslow's* condition. There was quite a fresh breeze blowing obliquely on shore from the eastward, and the *Winslow* was making so much leeway in consequence, and the constantly shoaling the water, that I found it very difficult to bring the *Hudson* in position to throw a line to her. Our propeller was constantly stirring up the bottom, and steerage-way was invariably lost as soon as the speed slackened. It was upward of thirty minutes before we succeeded in getting hold of the *Winslow's* towline and started ahead with her. While making the effort, the *Wilmington* had been firing over us, and a number of her shells exploded upon leaving the guns, the fragments striking the water all around us.

We were within 100 feet of the *Winslow* when a shell exploded, killing Ensign Bagley and three men, and the sad casualty was distinctly visible to most of our officers and crew. The *Wilmington* fired the last guns in the engagement, apparently silencing the enemy's batteries. When we started ahead with the *Winslow* the *Wilmington* was nearly a mile distant, steaming out to windward. The *Hudson* followed slowly with the *Winslow*. The latter vessel's steering gear being disabled, she was yawing about wildly, and we had not proceeded more than a quarter of a mile when the towline parted. It was a matter of only a few minutes to get out another towline, and then we went ahead again. After a long and laborious chase dead to windward, we finally overtook the *Wilmington*, and hailing her requested that the doctor be sent on board the *Winslow*. Both vessels had been attempting to wigwag the same message to the *Wilmington* for some time previously.

After the dead and wounded had been transferred to the *Wilmington*, we made fast alongside the *Winslow* in an endeavor to tow her in that manner. But, owing to the roughness of the bay, it was found that the water thrown up between the two vessels was likely to sink the *Winslow* in her shattered and disabled state, so the attempt was abandoned. About 4 p. m. we started out of the bay with the *Winslow* in tow astern, following in the wake of the *Wilmington*. We arrived alongside the *Machias* at dark, and at 9.30 p. m., dropping the torpedo boat, started for Key West with dispatches, and the dead and wounded from the *Winslow*, arriving there at 7.30 on the following morning.

While I may not particularize any individual act of heroism during the action, without doing an injustice to others equally as meritorious, I take great pleasure in directing the attention of the Department to the cool and efficient manner in which each and every officer and member of the crew performed the duties intrusted to him.

Without the combined efforts of all hands on board this vessel, the *Winslow* and the surviving members of her crew would have been lost.

Respectfully, yours,

FRANK H. NEWCOMB,
First Lieutenant, R. C. S., Commanding.

U. S. S. HUDSON,
Key West, Fla., June 16, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: For the better information of the Department, I have the honor to submit the following supplementary report containing certain facts relating to the part taken by this vessel in the late engagement at Cardenas on the 11th ultimo, which were omitted in the hasty preparation of my report of the 31st ultimo:

The injuries sustained by the *Hudson* from the enemy's projectiles were as follows: The hull was struck in two places below the guards on the starboard side, and two places on the port side, one below the guards and the other on the after filling piece between the guards, evidently by a piece of a large projectile, as it left quite a deep dent in the hard wood. No damage resulted from the other places struck beyond knocking off the paint and scaling the iron at the points of contact.

The rudder on the port side, where it joins the stock, was struck once with similar results. The forward fire-room ventilator on the starboard side above the upper deck was struck four times, one only resulting in a perforation, three-fourths of an inch in diameter. The after ventilator on the same side was struck once and perforated, the hole being about one-half of an inch in diameter.

The after end of the pilot house was spattered with numerous small pieces of lead, each of which was buried out of sight in the wood. The light joiner work of the cabin was shaken and shattered more or less by the fire of the after 6-pounder, while windows, lamp shades, and other fragile articles were smashed.

During the action 135 rounds were fired from the two 6-pounder guns. The Colt automatic gun on the upper deck was not used, its fire being reserved for short range in case the vessel became disabled and drifted near the shore.

Second Lieut. J. H. Scott was in charge of the after 6-pounder and Third Lieut. E. E. Mead of the forward one. The coolness and intrepidity manifested by these gentlemen in handling their respective gun's crews, and taking advantage of every favorable opportunity to get in an effective shot at the enemy, and their efforts, under the most trying circumstances, to run lines to the disabled *Winslow*, are deserving of the highest commendation.

The professional skill and promptness displayed by Mr. N. E. Cutchin, the engineer (first assistant) in charge, in responding to the constant and exacting demands upon the machinery in maneuvering the vessel, merit unstinted praise. Not the slightest hitch or delay of any kind occurred in the workings of his department, and the successful issue of the day's operations was undoubtedly due in a great measure to his efforts and those of the men under him.

Whenever the services of Second Asst. Engineer T. D. Lewton could be spared from the engine and fire rooms he cheerfully repaired to the pilot house, where his aid in locating the other vessels and the direction of the enemy's guns, in the midst of the dense smoke from the *Hudson's* guns which at the time prevailed, was of the utmost assistance.

Each and every member of the crew, from the boatswain down to Moses Jones, the colored boy, who attached himself to the after gun and never failed to have a shell ready when it was needed, did his whole duty cheerfully and without the least hesitation. This appears the more remarkable in view of the fact that none of them had ever been under fire before and that the guns were without protection or shelter of any kind. They deserve the most substantial recognition in the power of the Government for their heroic services upon this occasion.

I take pleasure in testifying to the remarkable bravery displayed by Lieutenant Bernadou and the men of the *Winslow*, and consider it as one of the greatest privileges of my life to have been an eyewitness of their conduct at a time when many men would have felt justified in abandoning all hope. With such officers and such men the American nation may well be proud of its Navy.

Respectfully, yours,

FRANK H. NEWCOMB,
First Lieutenant, R. C. S., Commanding.

U. S. S. HUDSON, OFF CAYO PIEDRAS,
Cardenas Bay, Cuba, July 15, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to report that while reconnoitering with this vessel in the vicinity of Blanco Passage, Cardenas Bay, on the morning of the 18th instant, the topmast and peak of the mainsail of a small vessel, apparently lying at anchor, were discovered over the tops of the trees on Little Cayo Blanco. Supposing it to be one of the numerous fleet of vessels engaged in running the blockade between Cardenas and eastern Cuban ports, we opened fire upon it at about 1,500 yards distance with the forward 6-pounder. After firing three or four shells, which struck in apparent close proximity to the vessel, she was observed to file away on the port tack. We maintained a constant fire upon her, through and over the tops of the intervening trees, until she was observed to come to again head to the wind. Then, after consulting with Lieut. F. R. Brainard, U. S. N., commanding U. S. S. *Uncas*, who was on board by invitation—we were looking for a suitable harbor of refuge in the event of a hurricane—I decided to return to the other vessels present on the Cardenas blockade in order to procure a boat large enough to carry a "cutting out" party. The *Hudson's* boat is too small for such purposes.

After obtaining permission from the senior officer present, Commander James

M. Miller, U. S. N., commanding U. S. S. *Pompey*, a boat was borrowed from the *Uncas*, with an armed crew of four men. We then returned to Blanco Passage, finding the unknown vessel still at anchor behind the cay. As we approached a small sloop was discovered trying to escape between two of the smaller cays. We fired two shells at her, when the crew of two men dropped the sails and anchor, and made off in a small boat. A "cutting out" party was immediately organized, and departed in the *Uncas* boat to bring out the two vessels. Lieutenant Brainard was in charge, and the party consisted of Third Lieut. E. E. Mead, Second Asst. Engineer T. C. Lewton, and three men from this vessel and the four men from the *Uncas*. Meanwhile the *Hudson* was kept in position to effectually cover the boat party in case of attack by the enemy.

In about thirty minutes they returned with two sloops, bringing them out under their own sails. They proved to be the *Josefita*, whose crew of two men voluntarily surrendered upon the approach of the boat, and the *Bella Ynez*, both of Cardenas. The crew of the latter-named vessel escaped. Lieutenant Brainard reported finding a small vessel lying astern of the *Bella Ynez*, which had evidently been torn to pieces by one of our shells. It is not known whether she had a crew by her or not. The shell had probably exploded inside of her, as the deck and both sides were shattered into splinters, protruding outward in every direction.

Both vessels were taken in tow and we arrived at the anchorage at 11.30 a. m., where we were welcomed by three cheers from the crew of the *Pompey* and the blasts of the steam whistle of the *Uncas*.

The expedition was handled in a most efficient manner by Lieutenant Brainard, in which he was ably assisted by Lieutenant Mead and Engineer Lewton. Our whole crew to a man volunteered for the service. Second Lieut. J. H. Scott personally aimed and fired the forward gun, 13 shots in all, and it was as accurately done as any shooting from a great gun that I have ever witnessed.

Respectfully, yours,

FRANK A. NEWCOMB,
First Lieutenant, R. C. S., Commanding.

U. S. S. WINDOM,
Havana Blockade, June 1, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: In accordance with instructions contained in Department letter of the 19th instant, I have the honor to submit the following report of the part taken by this vessel in the action at Cienfuegos, Cuba, May 11, 1898:

Having received orders from Commodore Remey, commanding naval base at Key West, Fla., to convoy coal ship *Saturn* from Key West to fleet off Cienfuegos, we left Key West with *Saturn* morning of May 8, and arrived off Cienfuegos afternoon of May 10; found U. S. steamers *Marblehead*, *Nashville*, and *Eagle* blockading the port. Early on the morning of May 11 *Marblehead* and *Nashville* steamed close inshore and shelled the shore and vicinity where the ocean telegraph cables are landed. They then sent four boats, two from *Marblehead* and two from *Nashville*, with full crews and officers, close inshore to grapple and cut the cables.

After the work was completed, and before the boats could get out of range, the enemy from concealment behind a ridge opened fire on the boats, killing 2 and wounding 8 of the crews. During this time *Marblehead* and *Nashville* kept up a brisk fire, and soon the enemy was driven from their position, but took refuge in the light-house and a small fort beside it, and again opened fire on boats and ships. At this time the *Windom* was called into action; took position between and inside of *Marblehead* and *Nashville*, and about 1,200 yards from the light-house and fort. Opened fire on the light-house and fort, and soon both were destroyed. When the work of destruction was completed, signal of "Well done" was made from *Marblehead* to *Windom*, and soon after signal to cease firing. Ships then moved offshore, as the enemy had apparently been driven from the vicinity. Numerous shots struck the ships, but no one was hurt on *Marblehead* or *Windom*, except men from *Marblehead* who were in the boats.

On *Nashville*, Captain Maynard and Lieutenant Winslow were reported slightly wounded. Eighty-five shells were fired from *Windom's* battery in the action. The gunnery was most excellent, almost every shot striking light-house or fort from which the enemy were firing. Officers and crew were very cool, but enthusiastic in the action, and our battery was handled most admirably.¹ *Eagle* was

not in the action, having left during the night on some special duty. The enemy was supposed to have suffered severely. Certainly many must have been killed or wounded in the destruction of the light-house and fort, or what was supposed to be a fort. After the action was over the wounded were placed on board the *Windom* and made as comfortable as possible; turned cabin into a hospital for their accommodation, and we left as soon as possible under full speed for Key West; arrived there early on the morning of May 14, and sent wounded to hospital at once. Most of the wounded were so badly hurt that they were expected to die on the passage, but owing to the untiring efforts and skill of our surgeon, Dr. Travers, they were kept alive. It is reported that 2 died soon after reaching hospital.

I am, very respectfully,

S. E. MAGUIRE,
Captain, R. C. S.

U. S. S. DOLPHIN,
Off Havana, Cuba, May 17, 1898.

COMMANDING OFFICER,
U. S. S. Manning.

SIR: 1. Proceed with the vessel under your command to the vicinity of Bahia Honda, to the westward of Havana, with the utmost dispatch, for the purpose of giving the earliest possible notice of the approach of the Spanish fleet to the Havana blockade.

2. You will keep about 4 miles from the shore line.

3. Upon sighting the enemy run for the blockade off Havana, and when within about 17 miles of Havana begin to fire signal rockets at short intervals at night and single guns at short intervals by day.

4. Scouts from Key West are now in Yucatan Channel. It is hoped that you may get your first notice from them of the approach of the enemy.

5. Your signal will be acknowledged by a single rocket at night or single gun by day. Continue this warning until it is acknowledged, and then run for Dry Tortugas, eventually falling back on Key West.

Very respectfully,

J. C. WATSON,
Commander, U. S. Navy,
Commanding U. S. Naval Force on South Atlantic Station.

U. S. S. MANNING,
Key West, Fla., May 31, 1898.

The SECRETARY OF THE TREASURY,
Treasury Department, Washington, D. C.

SIR: I have the honor to submit the following report of the duty performed by this vessel from May 14 to 31, both inclusive.

May 14 to and including May 17 to 3.45 p. m., on blockade duty off Matanzas.

May 18 to and including May 24, on scout duty off Bahia Honda.

May 25 to and including May 30, on blockade duty off Havana.

On morning of May 31 arrived at Key West for coal and provisions.

Respectfully, yours,

F. M. MUNGER,
Captain, U. S. R. C. S., Commanding.

U. S. S. MANNING,
Guantanamo, Cuba, June 30, 1898.

The SECRETARY OF THE TREASURY,
Treasury Department, Washington, D. C.

SIR: I have the honor to submit the following statement of the duty performed by this vessel each day during the month of June:

On June 1 and 2 at Key West, engaged in coaling ship.

On June 3 at Key West coaling ship. Vessel reported ready for sea and awaiting orders. From June 4 to 7, inclusive, at Key West awaiting orders.

On June 8 at Key West coaling ship. Vessel reported ready for sea and awaiting orders.

On June 9, at 5.30 a. m., this vessel left Key West for Havana and was assigned to blockading duty between Bahia Honda and Cabanas, leaving Havana at 5.30 p. m. and arriving on her station at 8.25 p. m.

On June 10 off Bahia Honda on blockade duty.

On June 11 off Bahia Honda on blockade duty. Received orders from Commodore Watson to return to Key West for convoy duty, and accordingly left station at 7 p. m. for Key West.

¹ Second Lieut. R. O. Crisp, R. C. S., was in charge of the *Windom's* 4-inch gun on her fore-castle, in this action.—C. F. S.

On June 12, at 6.18 a. m., anchored at Key West. coaled ship, and reported vessel ready for sea at 5 p. m.

On June 13 at Key West awaiting orders.

On June 14, at 5 p. m., reported to the commanding officer of the U. S. S. *Indiana* as part of the convoy fleet.

From June 15 to 24, inclusive, cruising while attached to fleet protecting transports.

On June 25 engaged in carrying dispatches between army headquarters and Admiral Sampson. Received orders to proceed to Daiquiri to protect army base of supplies.

On June 26 and 27 engaged in protecting army base of supplies at Daiquiri.

On June 28, at 9.45 a. m., proceeded under orders to Guantanamo for coal. At 1.50 p. m. anchored at Guantanamo.

On the 29th engaged in carrying dispatches between Guantanamo and the blockading fleet off Santiago.

On June 30 engaged in carrying dispatches between Guantanamo and the blockading fleet off Santiago. At 6.15 p. m. commenced coaling ship at Guantanamo.

Respectfully, yours,

F. M. MUNGER,
Captain, R. C. S., Commanding.

U. S. S. MANNING,
Guantanamo, Cuba, July 31, 1898.

The SECRETARY OF THE TREASURY,
Treasury Department, Washington, D. C.

SIR: I have the honor to submit the following report of the duty performed by this vessel during the month of July, 1898:

On the 1st at Guantanamo coaling ship; carried dispatches to the flagship, off Santiago.

From the 2d to and including the 13th at Daiquiri, protecting the army base of supplies.

On the 5th Spanish troops were seen approaching around the south side of the hill west of the camp. About the same time transports *Leong* and *No. 31* arrived from Siboney and reported that they had observed a troop of from 70 to 90 Spanish soldiers west of the hill. We opened fire on those observed and continued firing at intervals.

A later reconnaissance around the hill revealed no Spaniards, as they had probably fled to the mountains. The men were kept at quarters during the night and careful watch was maintained, but nothing suspicious was observed during the night. There being no army surgeon at Daiquiri, the surgeon from this vessel visited camp twice each day, and frequently at other times as called. He treated 200 patients, and as the army supply of medicine was meager and unsuited to the trouble, used nearly all our store of quinine. Later our own men were taken ill, so that on the 12th we had 14 men sick. A fortunate relief from that duty stopped the infection.

On the 14th proceeded to Guantanamo for coal.

On the 15th and 16th at Guantanamo coaling ship.

On the 17th, cruising under orders to join the blockade off Manzanillo.

On July 18th, joined the blockading fleet off Manzanillo.

From the 19th to and including the 22d, cruising with the fleet under command of Lieutenant-Commander Todd, U. S. N., commanding U. S. S. *Wilmington*.

On the 20th, bombarded Santa Cruz del Sur.

On the 21st, assisted in cutting the cable at Jucaro.

On the 22d, steamed to Cienfuegos and thence toward Cape Cruz.

On the 23d, steaming toward Cape Cruz.

From the 24th to and including the 29th, on blockade duty off Cape Cruz.

On the 25th, steamed to Port Niquero to destroy the blockhouses there held by Spanish troops. Were met off the town by a vessel flying a white flag, and were informed that the enemy had left for Manzanillo on the 23d and that there were no troops near. Observed white flags flying from the wharf and from several houses. Later in the day the report of the departure of the Spanish troops was confirmed by Lieutenant Young, U. S. N., commanding U. S. S. *Hist*.

On the 29th, received orders to proceed to Guantanamo.

On the 30th, arrived at Guantanamo.

On the 31st, at Guantanamo, coaling ship.

Respectfully, yours,

F. M. MUNGER,
Captain, U. S. R. C. S., Commanding.

U. S. S. MANNING,
Norfolk Navy-Yard, Va., August 22, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to report the arrival of my command at this yard to-day, after an absence on active war service of nearly four months' duration. During the period in question the *Manning* has been engaged in hostile action four times, and in one instance formed a unit in a fleet attack on shore works. The main and secondary batteries of the ship have fired in all about 600 rounds in hostile work, the main battery guns consisting, it should be stated, of 4-inch rapid-fire rifles.

Despite the exposed nature of her work the *Manning* has been remarkably fortunate in that not a casualty has occurred on board, nor has the vessel sustained in point of material or equipment any damage.

I took occasion to report to the Department the participation of the *Manning* in the engagements of May 12 and 13 last, at Cabanas and Mariel, Cuba, and I noted in my report of these operations the commendation of Commodore J. C. Watson, U. S. N., on the gunnery work of the *Manning* at Cabanas.

Following the convoy of the transport *Gussie* and the termination of that duty, the *Manning* was assigned to blockade patrol off the port of Matanzas. This work lasted until May 17, when the *Manning* was hurried off to the westward with orders to take station off Bahia Honda and watch for any intimation of the approach of Cervera's fleet. This duty was one of the most exacting of all which fell to the lot of my command during the entire summer. To understand its importance it must be known that the *Manning* stood between the Havana blockading fleet and the enemy.

Our fleet off Havana depended wholly on the *Manning* for news of the approach of the enemy, and only the greatest vigilance on the part of those on the ship could insure a detection of the Spanish approach. This duty lasted until May 24, when news was received of the "bottling" of Cervera's fleet in Santiago de Cuba. Subsequent to the work just outlined the *Manning* aided in patrol duty before Havana, and on May 25, when the German war ship *Geier* made a dash out of Havana without attempting to speak the blockading fleet the *Manning* was ordered to overhaul her. This was done in a smart run of a few miles, during which the ship made about 17 knots per hour.

From May 24 to June 14 the *Manning* was employed on the patrol from Havana to Bahia Honda, but on the latter-named date this ship joined the naval convoy fleet charged with the protection of the Fifth Army Corps in its transportation to Santiago de Cuba. The convoy duty lasted from June 14 to June 22. The *Manning* did her share of the work equally with the other armed vessels of the fleet, alternating from steaming in column formation to scouting on the flanks and in the van and rear. On arriving before Santiago the *Manning* took charge of a division of the transports and held it together for a feint, as for landing, at a point about 15 miles to the westward of Santiago harbor.

On June 25 the detached squadron of transports was taken in by the *Manning* to the point of disembarkation at Siboney, and throughout that day and the one following dispatches were conveyed between army headquarters at Daiquiri and more advanced points occupied by the army. During this work the ship was under the immediate orders of Capt. C. T. Goodrich, U. S. N., commanding U. S. S. *St. Louis*.

On June 26 the *Manning* was ordered to take station at Daiquiri and guard the army base of supplies at that point from attack. This duty continued until July 14. On July 5 the *Manning* repelled an advance of the enemy on the base of supplies. The gunnery work of this day was exceptionally good, and the shots were placed in the enemy's position with precision and deliberation. I might mention at this point that in the internal arrangement for battle I was assisted on the bridge by First Lieut. C. H. McLellan, executive officer, and by Second Lieut. G. M. Daniel, navigating officer, while Second Lieut. G. L. Carden, ordnance officer, took immediate charge of the second division of guns, consisting of two 4-inch R. F. S. and two 6-pounders, and to Third Lieut. G. H. Mann was given charge of the 4-inch gun and two 6-pounders forward. Third Lieut. W. A. Wiley and P. C. Prince had charge, respectively, of the forward and after powder divisions. In the engineer's department were Chief Engineer H. C. Whitworth, First Asst. Engineer H. U. Butler, and Second Asst. Engineers H. Kotschmar, jr., and D. W. Blake. Surg. A. T. Mitchell took an assigned sick-bay station.

During the guard duty at Daiquiri a landing party of seaman-infantry was organized in charge of Second Lieut. G. L. Carden, and was held in readiness for shore duty whenever occasion for the service should arise. The army guard force consisted of 100 men. At one time fever reduced the number of men on shore

available for duty to 15. No surgeon being present with the army force, Dr. Mitchell took charge of the sick, and not one case was lost while in his care. On July 10, on the arrival of army reinforcements, Dr. Mitchell was relieved by Captain and Surgeon Ten Eyck of the Army. But for the presence of the *Manning* a considerably larger force from the Army would doubtless have been necessary for the protection of Daiquiri. All the supplies of the army of invasion, or the major portion of them, were in store at this point, and an attack was actually made when the small army guard was decimated by sickness.

On July 18 the *Manning* was assigned to duty with the squadron under Commander Todd, of U. S. S. *Wilmington*, operating in the vicinity of Manzanillo. The cruising which followed was for the most part inside the cays stretching away between Cape Cruz and Quenos. As the *Manning* passed through the cay channel on July 18, and while off Neguerro, she was fired on by the shore batteries, but was not hit.

On July 20 Commander Todd's squadron, consisting of *Wilmington*, *Helena*, *Manning*, *Scorpion*, *Osceola*, and *Hist*, engaged the shore fortifications at Santa Cruz del Sur. The attack was in fleet formation, the *Manning's* place in the formation being number 3. On this occasion the *Manning* fired 102 shots, the range varying from 2,800 to 3,200 yards. Both the first and second divisions scored a number of excellent hits.

On July 21 and 22 the *Manning* assisted in dragging for telegraph cables off Jucaro and at a point about 25 miles to the westward of Jucaro.

Up to and including July 29 the *Manning* took station in the vicinity of Cape Cruz on blockade duty. My command was charged with the work of reducing the blockhouses before Neguerro, but on arriving off that place on July 25 the position was found abandoned by the enemy. The *Manning* was then worked up to a point a short distance to the westward, where a Spanish signal tower was shelled.

Following the duty off Cape Cruz the *Manning* was assigned to service on blockade off Cienfuegos, and she remained on this last-mentioned work until ordered to Key West on July 15 last. During the Cienfuegos blockade duty communication was had on two occasions with the insurgent camp, commanded by Alvarez, located about 13 miles to the westward of Cienfuegos.

On July 14, when news was received of the signing of the protocol between the United States and Spain, I personally visited the insurgent camp, accompanied by Mr. Whitworth, and interviewed the insurgents, informing them of the general provisions of that treaty. On July 15, under orders from the senior officer present, Lieutenant-Commander Adams, of the *Yankton*, I went in toward the entrance of Cienfuegos under flag of truce. The Spanish gun vessel *Alcedo* came out in response, and I sent Lieutenant Carden on board to acquaint the Spanish authorities with the orders we had received to raise the Cienfuegos blockade. On the return of that officer the *Manning* proceeded to Key West, where she arrived on July 17. On July 19 we left Key West under orders from Commodore Ramsey for this place, arriving off Cape Henry in sixty-eight hours' time.

There is no sickness on board, although both officers and men have been through a most trying and difficult period of work. There have been a number of malarial cases recorded, but all were well taken care of. Except for the exhausting effects of tropical service, I may say that the general health of the command is excellent.

In concluding, I avail myself of the opportunity to commend First Lieut. C. H. McLellan for unremitting care and attention to duty. By his earnest and faithful attention to duty the ship has been kept in efficient condition and ready for all demands. I also commend Second Lieutenant Daniels, navigator, who has stood watch with me on the bridge day and night, and always kept a correct knowledge of the ship's position.

Second Lieutenant Carden, ordnance officer, has shown zeal and intelligence in the execution of the duties of that position, and the battery will recommend him. Chief Engineer Whitworth has kept the motive power in such condition that we have always been ready to obey a rush order, and I commend him for hard and faithful work.

While not naming all, I desire to commend my officers for having done to the best of their ability, and the men, one and all, gave the officers good and loyal support.

Respectfully, yours,

FRED. M. MUNGER,
Captain, R. C. S., Commanding *Manning*.

U. S. S. HAMILTON,
On Havana Blockade, May 29, 1899.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: In compliance with the directions contained in Department letter of the 19th instant, I have the honor to make the following statements concerning the duty performed by this ship:

As soon as ready for sea I proceeded with my command from Norfolk to Key West in obedience to orders. I reported at the latter place on May 1 to the senior officer present, and was instructed by him to prepare at once for duty with the fleet. The next day, May 2, I received orders to take a heavily loaded coal barge out to the battle ship *Indiana*, at anchor outside of the reef. The barge was towed out and delivered safely alongside of the *Indiana*.

On the morning of Tuesday, May 3, I was summoned on board the monitor *Puritan* and received instructions to coal ship immediately and be in readiness to proceed to the northeast coast of Cuba with two prominent insurgents—Lieut. Col. Octavia Giberga, of the insurgent army, and his brother, Benjamin Giberga, a member of the Cuban junta at New York—special commissioners from the junta with dispatches for the government of the republic of Cuba. The senior officer, Capt. P. F. Harrington, stated that if some other ship with a heavier battery could be made available this vessel would not be sent on the expedition, as he recognized the dangers that might be incurred. Special instructions were received to let nothing interfere with the primary object of the expedition, as any side issue might defeat the object in view. He was very solicitous about the safety of the ship in the enemy's waters, alone and about 300 miles distant from our forces off Havana, and was insistent that no prizes should be taken until after the passengers should be landed, as to care for them would weaken the ship's fighting force.

No other vessel with a stronger battery being available, the *Hamilton* was selected for the work of landing the Cubans. They were taken on board late in the afternoon of the 3d, and a start was made for a point 300 miles east of Havana. By running well to the northward of the coast line during the day, it was thought that the enemy's scouts might be avoided, and this was advisable, as the mission was to land the men as speedily and quietly as possible.

Shortly before midnight of the 4th a hermaphrodite brig was sighted, standing to the westward through old Bahama Channel. She was showing no lights and looked like a Spanish vessel, but bearing in mind the instructions received relative to not taking prizes until after the passengers should have been landed I proceeded eastward, hoping to overtake the brig on the return voyage.

By midnight of the 4th Lobos Cay was reached. Being English territory, and the light keeper being an Englishman, it was thought he might be able to give some information as to the location of the Spanish forces in those waters. An officer was sent ashore with the two Cubans, and it was learned that none of the enemy's vessels had been seen for several days. The course to the eastward was then continued, and early on the morning of the 5th the contemplated landing place was reached, on the eastern part of Cay Romano. Here a signal was made from the ship in order to attract the attention of the inhabitants, and in a few moments two small boats were seen putting out from the shore. They proved to be friends to the Cuban cause, and offered their services in conducting the two passengers to the headquarters of the government. As they stated that a body of Spaniards was quartered about 6 miles to the eastward, the landing had to be cautiously made, but was accomplished successfully, and this duty having been safely performed, the ship was headed back for Key West.

On the afternoon of the 5th, while steaming to the westward through St. Nicholas Channel, signals were exchanged with one of the ships of the North Atlantic Squadron, which was standing to the eastward. A little later the *Montgomery* was met with a prize in tow, which proved to be the Spanish brig *Frasquito*, the one passed near Lobos Cay, which would have been captured by this ship had not the *Montgomery*, coming from the opposite direction, taken her a few hours earlier. The commanding officer of the *Montgomery* requested me to put some men on board to increase the prize crew and take the brig in tow for Key West. I agreed to do this; put three seamen on board, and towed the prize to Key West, delivering it to the senior officer present early on the morning of the 6th.

After cleaning flues and connections, and coaling and watering ship, she was reported ready for sea again on the 11th, and on the afternoon of the 16th orders were received to proceed to sea and report for duty to the senior officer of the blockading fleet off Havana. I left port immediately, and on the morning of the 17th reported to Commodore Watson, on the *Dolphin*, receiving instructions from him as to station and the signals agreed on. The eastern (inshore) end of the

line of blockade was assigned to this vessel, and it has been maintained with unceasing vigilance.

On the morning of the 23d the North Atlantic Squadron again proceeded to the eastward, taking the greater part of the blockading force, and the next day the *Dolphin* went to the eastward, leaving the blockade to be enforced by the *Manning*, *Mangrove*, *Woodbury*, and the *Hamilton*. These ships maintained the blockade until the 27th, when the *Maple* joined the force and the *Woodbury* was sent to Key West. On the 28th the *Nashville* and the *Windom* were added to this fleet.

It may be noticed that from the 23d to the 27th the three cutters formed the main part of the blockading force off Havana, an important and somewhat hazardous duty, and the fleet is now composed of one gunboat, two light-house tenders, and three cutters.

Respectfully, yours,

W. D. ROATH,
Captain, U. S. R. C. S.

U. S. S. HAMILTON,

On Blockade between Mariel and Bahía Honda, Cuba, June 30, 1898.

THE SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: Following the instructions contained in Department letter of May 19, 1898, I have the honor to make the following report of the duties performed by this ship:

My previous report closed on May 29, the ship being then on blockade off Havana. This duty was continued until the night of June 5, when, the coal supply having been almost consumed and the stems to the feed-pump valves being broken, the vessel was ordered to Key West for coal and repairs, having performed twenty-one days' continuous duty on the Havana blockade.

Key West was reached on the morning of the 6th, and repairs were immediately begun. The boiler was cleaned, supplies were taken on board, and the repairs were completed by the 13th, when the ship was reported ready for sea, and orders were received to report to the senior officer of the blockading force off Havana. The mail for the ships on blockade was taken on board and I proceeded to sea on the afternoon of the 13th. On reaching the outer buoy a signal was received from the battle ship *Indiana*, at anchor outside of the reef, to "ascertain the character of the strange vessels, where, from, where bound," etc., referring to a steamer and schooner in the offing. These vessels were overhauled and found to be an English steamer bound to New Orleans and an American schooner bound to Tampa. These facts were reported to the *Indiana*, and the course for Havana was resumed.

On the morning of the 14th I reported to Commodore Watson, and received instructions to deliver dispatches and mail to the ships off Havana and then to proceed to blockade duty between Mariel and Bahía Honda, including the intermediate port of Cabanas. The commissions having been carried out, this station was reached on the afternoon of the 14th.

On the morning of the 15th, when a short distance west of Bahía Honda, a small boat was seen putting out from shore, and the ship was headed in for it. As the water was shoaling, the cutter was lowered and manned and sent in charge of Lieutenant Ballinger to communicate with the shore boat. On going alongside the men in it were found to be Cubans, and as they wished to confer with the commanding officer, both boats pulled out to ship. Three Cuban officers and nine men were in the shore boat, and the officers stated that they had dispatches from the insurgent leader, General Diaz, for General Miles and the officer commanding the blockade force off Havana. They had been waiting for an opportunity to deliver these dispatches since May 12, but could not attract the attention of any of our ships by signal, and had been unable to procure a boat until the previous night, when one was captured from the Spanish. The officers were Lieut. Col. Augusto Amao, Maj. Donato Soto, and Lieut. Felix Lopez. Their information being of sufficient importance for immediate communication with Commodore Watson, the Cuban officers and a servant were taken on board and conveyed to the flagship *Montgomery*, where Colonel Amao made known his mission and requested transportation to Key West, that he might be enabled to communicate in person with General Miles. The request was granted, and I was instructed to transfer the officers to the *Woodbury*, as she would be the next vessel to go to Key West. Two hours later they were put on board of the *Woodbury* and this vessel returned to her station.

No further incident of note occurred until the 21st instant, when it was thought advisable to run near enough to Mariel to look into the harbor and ascertain whether there were any gunboats or other craft harboring there. When within

4 or 5 miles of the entrance the ship was stopped and a good view of the harbor was obtained. While lying there and making these observations the fort opened fire and sent three shots at us, all of which fell short. The fire was not returned, as the orders received do not embrace a bombardment at this time. Only one vessel, a two-masted schooner, was discovered at Mariel.

It was contemplated having two ships on this station, covering 30 miles of coast line, but up to the present time this vessel has maintained the blockade alone.

Respectfully, yours,

W. D. ROATH, Captain, R. C. S.

U. S. S. HAMILTON,

On Havana Blockade, Cuba, July 31, 1898.

THE SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to submit the following report of the duty performed by this ship during the month of July, my last report having closed on June 30, on which date I was ordered to Key West for supplies of coal, water, and provisions:

Together with this report is transmitted a rough tracing of the coast east of Havana, giving the positions of the batteries overlooking the sea from Morro Castle for a distance of 8 or 9 miles, so that a proper idea may be formed of the position of this vessel in relation to the fortifications. The station assigned to the ship is inside of the W. by S. line from Morro Castle, and, as will be observed, most frequently within a quarter of a mile of the shore.

While awaiting supplies at Key West the dynamo was taken on board and put in place. Owing to some difficulty in obtaining water for the boiler, it was not until the morning of the 12th instant that the vessel left for the blockade, after taking on board the mail for the fleet off Havana. Having reported to the senior officer, orders were received to take position on the eastern inshore station for the night, and to deliver the mail to the ships present the next day. This was done, and orders were then received to proceed to Cardenas at daybreak of the 14th with mail for the *Uncas*, *Hudson*, and *Pompey*, and learn what coal supply remained on the last-named vessel. The trip to Cardenas was made, the mails delivered, the information obtained, and the ship returned to the station that night. A report was made to the senior officer the next morning.

On the 16th I received information from the flagship that some Spanish deserters had reported that two 11-inch guns had been mounted east of Cojima, overlooking this station, but it did not affect the ship's location and her position was maintained.

On the morning of the 21st a company of infantry was detected near the old blockhouse tower, making evident preparations for firing on us. The ship was hauled offshore for a short distance out of rifle range, but constant vigilance has been required to keep just out of range and yet retain the position assigned. This watchfulness is all the more necessary because of the character of the shore line, as the enemy could with ease fire upon the ship from behind the hillocks without detection.

At 8.35 p. m. on the 21st a bright green light was seen in the direction of the harbor entrance, followed by the search light on Morro Castle being brought into play. The vessel was headed to the westward, and the green light was again seen, together with signals from the fort. I continued to the westward, but nothing more was observed, and no further demonstration being made returned to station. Two days later I was informed that the green lights were displayed because of a torpedo-boat feint against the *Vicksburg*, on the west side of the blockade, but the enemy returned to harbor without making an attack.

On Saturday, the 23d, the *Windom* steamed alongside, and transferred the electrician to this vessel for the purpose of installing the electric plant.

On the 26th orders came from Commodore Howell directing me to make an investigation of the shore batteries east of Morro Castle from such positions as would not draw the enemy's fire, plot their locations on a chart, and report the results to him. Steaming to the westward, the batteries and fortifications were located as accurately as possible and plotted for the use of the flagship. On the morning of the 27th this information was given to the flag-officer, who caused the newly located defenses to be placed on his charts. The location of a snug cove with smooth beach was included in this data as a good place for landing troops.

Nothing further of note occurred up to the 31st, when the ship was ordered to Key West for supplies and repairs to our broken rudder.

Respectfully, yours,

W. D. ROATH,
Captain, R. C. S.

U. S. S. HAMILTON,

*United States Navy-Yard, Norfolk, Va., August 20, 1898.*The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: As stated in my report ending July 31, this ship started to Key West on that date with a broken rudder. She reached there in safety on the morning of August 1.

The repairs to the rudder were begun at once and were completed on the 9th. On the 10th, having coaled ship and taken on board the mail for the fleet off Havana, I sailed again for the blockade. The senior officer's ship was reached on the morning of the 11th, and after the mails were delivered orders were received to take station again on the east wing of the blockading force. It may be stated here that this ship was relieved on her station before going to Key West by the converted yacht *Oneida*, which was fired on a few days later by the company of infantry mentioned in my former report as being on the alert to fire on us. Fortunately no injury was done to either the men or the ship.

On the afternoon of the 11th a signal was received to report on board of the flagship *San Francisco*. Dispatches had been received by Commodore Howell stating that Captain-General Blanco would probably attempt to escape from Havana, and commanding officers were directed to exercise all vigilance to prevent this flight. I received orders to steam within 3 miles of the batteries during the night, heading out during the daytime. This position was maintained during the night, and at daybreak the next morning, the 12th, the flagship and the *Hamilton* were about 3 miles off the Morro batteries, the *Hamilton* being about 800 yards west of the flagship and nearer the shore. As it gradually grew lighter the shore batteries suddenly opened on us, firing from fifteen to twenty heavy shell. The *San Francisco* had just headed out, but before she could get out of range a shell burst near her stern and a fragment tore into one of the plates below the rail. No attempt was made to return the fire, and we soon ran out of range, my command suffering no damage from the fusillade. A little later in the day the order was modified as to distance from the batteries at night.

On the morning of the 13th signals were received from the flagship to "come within hail" and "send a boat alongside." A boat was sent alongside, and orders were received to carry some dispatches to the *Castine* and *Fish Hawk* and then proceed to Key West, a cessation of hostilities having been declared. The dispatches were delivered, and at 12.50 p. m. the course was set for Key West. Two hours later a vessel was sighted to the westward, making signals of distress. Steaming over to her, she was found to be the *Oneida*, from Key West for the blockade, with dispatches for the commodore. Her boiler was disabled and she was drifting helplessly in the seaway. Her commanding officer came on board, and I offered him any assistance he needed. In the meantime the *Fish Hawk* was sighted, and I signaled for her to come within hail. When she reached the scene, it was agreed that this vessel would tow the *Oneida* to Key West and the *Fish Hawk* would take the dispatches for the commodore. The *Oneida* was taken in tow, and the next morning, the 14th, was anchored safely in Key West Harbor.

I reported immediately to the commandant of the naval base, as directed, and was given orders to go to Norfolk and report to the commandant of the navy-yard. At 2 o'clock in the afternoon I started for Norfolk, putting in at Charleston on the 17th.

On the morning of the 18th the course to Norfolk was resumed, and at 10.20 a. m. to-day the ship was made fast at the navy-yard, the stop at Charleston having materially aided in preventing a quarantine here.

Respectfully, yours,

W. D. ROATH,
Captain, R. C. S.U. S. S. MORRILL,
*Key West, Fla., May 23, 1898.*The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: In obedience to Department letter of May 19, I respectfully submit the following report:

The *Morrill* has been under fire from the batteries protecting the harbor of Havana on two occasions.

At 5.45 p. m. on May 6, the *Morrill* being at the east end of her station, about 4 miles from Morro Castle, three shots were fired at her from the Cojima battery. One shot fell about 100 yards short of the vessel and the other two were 500 or 600 yards short. No reply was made by the *Morrill*, and the duty of patrolling station was continued without further incident.

At 7 a. m. on the morning of May 7 made out a small schooner bearing WSW., and signaled fact to senior officer present on the U. S. S. *Mayflower*. At 7.30 signal seen and answered. Then signaled: "May I chase?" At 7.40 signal answered, and the *Morrill* was ordered to come within hail of the *Mayflower*. Received verbal order from senior officer present to give chase and capture the schooner if possible before she reached the protection of the shore batteries. Went ahead for schooner full speed and called "all hands to general quarters." U. S. S. *Vicksburg* also in chase.

At 8.10 *Vicksburg* fired shot to heave schooner to and followed it up by two more shells across schooner's bow. Schooner hauled down jib and fore staysail, but still making headway toward shore batteries. At 8.20 shore batteries opened fire on the *Vicksburg* and *Morrill*. The first shot passed over the *Morrill's* forward deck. The second shot passed over the engine room and burst about 20 feet from the vessel on the offshore side, filling the engine room with smoke. Six shots (probably 8-inch) were fired at the *Morrill*, all of them being very close, one shrapnel bullet striking forward part of deck house.

When the shore batteries opened fire, the schooner hoisted her jib and gathered full speed inshore. Fired one shot at her from forward 4-inch gun, striking close to her bow. Then hauled offshore to run out of range of shore batteries, and fired three shells from after 4-inch gun, all striking in line with schooner, but somewhat short. At 8.40 we were out of range, or at least they ceased firing; consequently we were under the enemy's fire for a period of twenty minutes. When the firing began, we were about 3 miles from the shore. No casualties occurred on board this vessel. The schooner stood in under the batteries and into Habana Harbor. The *Morrill* resumed the patrol of her station on blockade.

Respectfully, yours,

H. D. SMITH,

Captain, U. S. R. C. S., Commanding *Morrill*.U. S. S. MORRILL,
*Norfolk, Va., August 24, 1898.*The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to submit, as directed, the following synopsis of the operations of the U. S. S. *Morrill*, taken from the journal for the months of May, June, July, and August, 1898, while in cooperation with the United States Navy:

April 23, left Norfolk Navy-Yard, adjusted compasses in Hampton Roads, and proceeded to Lynnhaven Roads. Anchored in Lynnhaven Roads on account of threatening weather.

April 24, sailed from Lynnhaven Roads for Key West.

April 25, heavy weather off Cape Hatteras; anchored under Cape Lookout for the night.

April 27, arrived in Charleston, S. C.

April 29, sailed from Charleston, S. C.

May 1, arrived at Key West.

May 2, carried dispatches and supplies to flagship *New York* and fleet at anchor outside bar, Key West, and continued this duty until May 4.

May 4, coaled ship, and at 6.30 p. m. sailed to join blockading fleet off Havana.

May 5, assigned to station 5 miles to the westward of Havana entrance.

May 6, fired upon by Cojima batteries; shots all short.

May 7, in company with U. S. S. *Vicksburg* chased a Spanish schooner in under Santa Clara battery, and was fired upon by the Santa Clara battery; shots came very close; under fire about twenty minutes, no casualties; fragment of shell struck under bridge; schooner escaped into Havana Harbor. *Vicksburg* and *Morrill* hauled offshore out of range. Afternoon chased a schooner to the westward, in company with the U. S. S. *Newport*. Captured schooner and took her in tow to the senior officer, who ordered *Morrill* to tow prize to Key West.

May 8, arrived with prize in Key West.

May 10, returned to station on Havana blockade. Patrolled station until May 18.

May 18, received orders from Commodore Watson, U. S. N., to proceed to Fort-tress Monroe and report by letter to Admiral Erben. Sailed for Key West.

May 19, arrived at Key West and received orders from Commodore Remy, U. S. N., revoking orders of previous day. Blew down boiler and began cleaning it.

May 27, received orders from Commodore Remy, U. S. N., to proceed to Tampa, Fla., and relieve the U. S. S. *Helena*, on guard duty to army transports at that place. Sailed at 6.30 p. m.

May 28, arrived at Port Tampa, and relieved the U. S. S. *Helena*.
 May 30, commanding officer paid official call on Major-General Shafter, commanding United States Army forces at Tampa.

June 1, convoy fleet for transports came into Port Tampa.
 June 9, transports ready to sail, but orders received from Washington telling commanding general to keep fast everything, as three Spanish war vessels were reported to be within six hours' sail of Port Tampa. Patrolled Gulf of Mexico from Egmont Key, 40 miles to northward, looking for hostile vessels.

June 10, continued patrol outside of Egmont Key and to the northward.
 June 11, steamed back to Port Tampa and resumed guard duty.
 June 14, proceeded to Egmont Key and anchored. Transports and convoy fleet sailed at 4 p. m. Received messages from Captain Hunker, U. S. N., commanding *Annapolis*, to send to Washington from Port Tampa, and ordered to proceed to that place and resume guard duty.

June 15, ran down channel and pulled on U. S. S. *Resolute*, which was aground in lower cut. Failed to get her off, but she floated during high water at night.

June 16, returned to Port Tampa and continued guard duty there.
 June 20, swung ship in Tampa Bay and readjusted compasses.
 June 26, towed U. S. S. *Chase* down Tampa Bay and out to sea.
 June 27, had target practice off Egmont Key.
 June 28, returned to Port Tampa and remained there on guard duty until July 31, with occasional visits to St. Petersburg, Fla., for water and supplies.

July 31, received orders from Commodore Remy, U. S. N., directing that this vessel afford protection and transportation for Assistant Paymaster Hall, U. S. N., with a sum of Government money. Paymaster Hall reported on board.

August 1, money arrived and brought on board by Paymaster Hall. Steamed down Tampa Bay and anchored under Egmont Key. Weather ugly and threatening.

August 2, at 5 a. m., blowing a strong gale; anchored on a lee shore. Under way and succeeded in making a less exposed anchorage under shoal off Piney Point, Tampa. Riding out hurricane.

August 3, under way and making passage to Key West in obedience to orders.
 August 4, arrived at Key West, and commanding officer reported to Commodore Remy, U. S. N. Paymaster Hall left the vessel.

August 5, diver began work of cleaning bottom.
 August 9, diver finished work of cleaning bottom.
 August 10, coaling ship and making ready for blockade duty.
 August 11, commanding officer reported to Commodore Remy, U. S. N., that vessel was ready for sea. Received orders to proceed to Matanzas, Cuba, for blockade duty, as the Spanish steamer *Montserrat* was in that port, and that the utmost vigilance was to be exercised to prevent her escape. Sailed at 9.15 a. m.
 August 12, laying off port of Matanzas, under slow speed, on blockade duty. At 9 a. m. commanding officer reported on board the U. S. S. *Machias*, and received orders to cruise between Sabinilla Point bearing S. by W. (mag.) and SW. by W. (mag.).

August 13, on blockade duty off Matanzas. At 5.20 p. m. received orders from the senior officer that, as there had been a cessation of hostilities, the *Morrill* would lie off Matanzas until further orders, but not to prevent the ingress or egress of any vessel, making a note of any vessel entering or departing.

August 14, at daylight U. S. S. *Vicksburg* in sight, and signaled for *Morrill* "to come within hail." Received orders to proceed to Key West immediately. Commanding officer reported to Commodore Remy, U. S. N., upon arrival at Key West, and received orders to proceed to Norfolk, Va. Commanding officer of the U. S. torpedo boat *Ericsson* requested that *Morrill* tow the *Ericsson* north to Hampton Roads. Received permission to proceed to sea with *Ericsson* in tow, and at 7.15 p. m. left the harbor of Key West.

August 17, arrived at Charleston, S. C.
 August 18, coaled ship and sailed for Norfolk with *Ericsson* in tow at 5.50 p. m.
 August 20, *Ericsson* cast off towline at 6.45 p. m. off Cape Henry. *Morrill* steamed into anchorage in Lynnhaven Roads, coming to at 7.30 p. m.

August 21, steamed to Hampton Roads, and after passing quarantine, both national and State, on to Norfolk Navy-Yard, arriving there at 5.35 p. m. Commanding officer reported to commandant and received orders to keep vessel in readiness upon short notice until further orders.

Respectfully submitted.

H. D. SMITH,
 Captain, U. S. R. C. S., Commanding.

U. S. S. WOODBURY,
 Key West, Fla., August 15, 1898.

The SECRETARY OF THE TREASURY,
 Washington, D. C.

SIR: In compliance with Department order, dated May 19, 1898, which directs that I submit a full detailed report of the movements and part taken by my command in all engagements with the enemy or in the performance of extra hazardous duty, etc., I will respectfully submit the following:

The *Woodbury*, after being fitted out as an auxiliary cruiser at the navy-yard at Norfolk, Va., her old guns being removed and a battery, consisting of one 6-pounder, six 3-pounders, all rapid-fire guns, and one Colt automatic 6-millimeter gun, erected in position and being amply supplied with ammunition and small arms, sailed from that port at 4.35 p. m. of April 30, 1898, under orders from the honorable Secretary of the Navy to proceed to Key West, Fla., and report to the commander in chief of the North Atlantic Fleet, and anchored at 8.35 p. m. of that date in the lower part of the Chesapeake Bay for the purpose of swinging ship to ascertain compass errors and to complete the organization of the ship's company.

May 1, completed the adjustment of the compasses and had a lengthened exercise at general quarters and target practice, using subcaliber ammunition. All things being in readiness for battle, proceeded to sea, passing Cape Henry at 7.20 p. m., and steamed to the southward.

May 2, steaming to the southward, during the day exercised gun divisions with rapid-fire guns and revolvers.

May 3, steaming to the southward, drilled the gun divisions in a. m., and in p. m. launched a target and drilled at general quarters, firing service ammunition at the target at ranges varying from 500 to 1,000 yards. The guns proved to be well mounted and the ammunition good, but we failed to destroy the target until rammed with the vessel. Steamed into Charleston Harbor and anchored at 8.10 p. m.

May 4, at Charleston took on board 24 tons of coal and 1,000 gallons of fresh water, shipped one seaman and one fireman, and at 1.30 p. m. sailed for Key West, Fla.

May 5, steaming to the southward, drilled the crew at quarters and the signal men at signals.

May 6, steaming to the southward, close to the Florida coast, and drilling the crew. As the vessel proceeds into warmer latitudes it becomes evident that the ventilation of the fire room is not sufficient.

May 7, steaming to the southward and drilling the crew. At 7.15 p. m. anchored off Key West and reported to Commodore George C. Remy, United States Navy, the senior officer present; deficiencies in fire-room ventilation were reported and the commodore ordered the necessary repairs.

From May 8 to 16th, in Key West. During this interval the fire-room ventilators were lengthened and the crew were drilled at all battle duties from the commencement of action to abandonment. On the latter date received orders to report to the senior officer off Havana for duty on the blockade, and at 4.30 p. m. sailed from Key West on that duty.

May 17, arrived in the blockading fleet off Havana and reported to Commodore John C. Watson for duty. The duties and system of the blockade were explained to me and the vessel was assigned to station 4 east, with the Morro light bearing southwest. The sea off the Cuban coast, though not rough, was found to be sufficient to prove the *Woodbury* to be a very unsteady gun platform.

From May 17 to 24 we kept our station on the blockade without incident other than those usual to a blockading vessel. At midnight of the 25th, it being very dark, we were fired on by a vessel which afterwards proved to be the *Hamilton*. The entire company responded to the call to quarters with an alacrity that convinced me that not one would falter should an emergency arise—a very gratifying assurance to the commanding officer. The *Hamilton* afterwards explained that the *Woodbury* was thought to be a torpedo boat. To her credit I will say that the first intimation we had of her presence in our vicinity was in the form of two 6-pounder shots, which shows that her lookouts were vigilant.

On May 25 the blockading fleet off Havana consisted of the *Mangrove*, *Manning*, *Hamilton*, *Hawk*, and *Woodbury*. At 4.15 p. m. of that date an armed vessel of considerable weight was sighted leaving Havana Harbor. The *Woodbury*, with the rest of the blockading fleet except *Manning*, steamed at full speed to the *Mangrove*, the senior officer's vessel. It was my belief that the stranger was a Spanish man-of-war and that it was her intention to try and escape without an action, if possible. The *Manning* made for the stranger, going at a speed of 17 or more knots, until she made out the colors to be German, when she returned, and the

vessels resumed their stations. The *Manning's* beautiful and fearless rush at the stranger was, to put it mildly, exhilarating, and I can never forget the feeling of pride I had in flag and ship as she charged at the stranger, easily five times her superior. My own company responded promptly and in a manner that again assured me that they were willing to do battle with the enemy regardless of his power.

May 25 to 27, on Havana blockade. On the last date was directed by the senior officer to receive on board two Americans that had been prisoners in Spanish hands and that day exchanged under a flag of truce off Havana, and transport them to Key West. At 2.25 p. m. the exchanged prisoners—the first of the war, Messrs. Thrall and Jones, correspondents of the *New York World*—were brought on board, and we sailed for Key West, anchoring off that port at 11 p. m. Thus the *Woodbury* had the distinction of bringing back the first prisoners of the war who were exchanged.

May 28, steamed into Key West Harbor, and after being inspected by the quarantine officer we landed our passengers, by permission of the commander-in-chief and then coaled ship.

May 30, received orders to report to the senior officer off Havana, and sailed at 6.35 p. m. on that duty.

May 31, arrived in the blockading fleet after daylight and reported for duty to Commodore Watson and was assigned to station 4, west Morro light, to bear S.E. 6 to 8 miles. This position was maintained until June 10, during which time the blockading fleet was considerably increased; a formation was inaugurated to resist attack from without or within, the fleet for that purpose to form in three divisions, with a senior officer for each division. On June 10, at 10.50 a. m., four armed Spanish vessels came out of Havana Harbor and formed line abreast to the eastward of Morro and well under the guns with the batteries, with an evident intention of trying to bring on an engagement. The *Woodbury* was placed in her position in the western division and the crew assembled for battle, but the enemy's ships retired without a shot being fired on either side, and the fleet resumed their stations.

Nothing of importance transpired until the 15th, when, by order of Commodore Watson, we received on board from *Hamilton* four Cubans—Colonel Armas, Major Soto, of the Cuban army, Felix Lopez, pilot, and Diego Lopez, a servant—for passage to Key West. We resumed our blockading station for the night, and the next day, 16th, at 8.45 a. m., after receiving the mail from the fleet, sailed for Key West, where we anchored at 4.40 p. m. After pratique was granted, the Cubans were, by authority of Commodore Remy, landed.

During this last cruise the thrust collar on the main shaft worked loose, causing a bad thump in the engine, but not considered bad enough to oblige the vessel to leave her station while the fuel should last. Upon our return to Key West the matter was reported to Commodore Remy and a survey was ordered to determine the amount of repairs. Considerable delay was met with in making these repairs, which were made under the direction of the chief engineer of the naval base, and the vessel remained in Key West from this cause until July 12, when we again left under orders for the Havana blockade, at 5 p. m., carrying the mail for the fleet. That night a hand-hole gasket on the boiler blew out, which necessitated the hauling out of the fires, and it was 6.10 p. m. of the next day, 13th, when we were again able to proceed under steam.

July 14, arrived in the blockading fleet and was assigned to station 8, west Morro light bearing east 10 miles. We kept this station until morning of the 16th, when the senior officer ordered us to take station between San Mariel and the western vessel of the blockading fleet. On the 23d our station was changed to keep close inshore and about 10 to 12 miles west of Morro. At 5.35 p. m. sighted a steamer to the westward and, in company with the *Windom*, came up with her in about an hour. She proved to be the American steamer *Wanderer*, with a filibustering party on board, and under charge of Lieutenant Hoard, of the United States Army. She had been driven off by Spanish troops, and some of her party were wounded. Sent the surgeon on board, who treated six of the wounded, and at 9 p. m. returned to our station.

July 26, was ordered to relieve the *Marietta* on her station off Bahia Honda, and at 8 a. m. relieved that vessel, the *Woodbury* being the only vessel at this point.

July 28, in accordance with instructions, left Bahia Honda and reported to Commodore Howell, on the *San Francisco*, who directed us to take the mail from the fleet and proceed to Key West. Gunner Cobb, of the United States Navy, was sent on board from the flagship for passage to Key West; 9.30 a. m. ahead to the northward, and at 6.10 p. m. anchored at Key West.

We remained in Key West, cleaning boiler, until August 1, when we again left,

August 2, reported to Commodore Howell and was assigned to station 2, east Morro light bearing SSW. 6 to 8 miles.

August 4, by direction of the senior officer, received Lieutenant Peters, U. S. N., of the *Badger*, on board and took him in toward Havana under a flag of truce, the object being to dispose of some Spanish soldiers that had been captured by the *Badger* while under a Red Cross flag, and which it was the intention to return to the Spanish authorities. The Spanish accepted their return, and we were variously engaged on this business until 11 p. m., when we returned to our station. Nothing unusual occurred until August 11, when we were ordered to keep close up to the Morro during the night, as it was expected that the Spanish Captain-General Blanco would attempt to escape. At 5.05 a. m. the next day, 12th, being less than one-half mile from the flagship, the batteries near Morro opened. Some 10 or 12 heavy shots were fired, one of which struck the *San Francisco*, but luckily we got out of range without being struck.

August 13, this day the blockade was raised. At 10 a. m. received orders to take the mail to the senior officer off Matanzas and then proceed to Key West and report to Commodore Remy, the commandant of the naval base. The mail was delivered to the *Castine* at 4.45 p. m., and we sailed for Key West, arriving off the bar and anchoring at 3.15 a. m. of the 14th.

August 15, a. m., commenced coaling ship, and in the p. m. I received a telegram granting me sick leave and I turned the command over to First Lieut. Worth G. Ross, R. C. S.

Respectfully, yours,

H. B. ROGERS,

Captain, R. C. S., Commanding U. S. S. *Woodbury* during the period covered in this report.

U. S. S. WOODBURY,
Norfolk Navy-Yard, Va., September 2, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: For the benefit of the Department record concerning the part taken by the Revenue-Cutter Service in the Spanish war I desire to call attention to an incident which brought this vessel under fire just before she was withdrawn from the Havana blockade.

On August 11, 1898, the station of the *Woodbury* was to the eastward and next to the U. S. flagship *San Francisco*. We had orders to approach Morro that night as close as 8 miles, for reasons indicated by the commodore commanding. Previous to that time 4 miles was the minimum limit.

At about 5 o'clock in the morning of August 12, just at the break of day, while the *Woodbury* was heading toward the Morro, with the *San Francisco* less than half a mile inshore on starboard bow, the Spanish batteries opened fire. Two of the shells were seen to pass over the *Woodbury*. One shell, which I observed myself, fell near the vessel on port beam and sent up a large column of water as it struck the sea. Most of them fell close to the *San Francisco*, and she was hit by one, at least, and narrowly escaped serious injury. As soon as possible that vessel and the *Woodbury* steamed out of range.

This occurrence gains interest from the fact that these were the last guns fired from the Morro batteries before the close of the war, the blockade being raised the next day (August 13).

Respectfully, yours,

WORTH G. ROSS,

First Lieutenant, R. C. S., Temporarily Commanding.

U. S. S. MCLANE,
Port Tampa, Fla., September 20, 1898.

The SECRETARY OF THE NAVY,
Navy Department, Washington, D. C.

SIR: As no blank forms were furnished me on which to make periodical reports of the services performed by the vessel under my command during her recent employment in cooperation with the Navy, I have the honor to submit the following report concerning the duty assigned her and the manner in which it was performed. The report, though covering a long period, will necessarily be brief, for while our work was exacting, trying, and, owing to the excessive heat and the great number of mosquitoes, wearing on officers and crew alike, it was monotonous in the extreme and entirely devoid of exciting incidents. But, in justice to all on board, I deem it my duty to place on record the fact that we faithfully con-

scientifically, and, I hope, satisfactorily performed the work allotted in the defense of our country.

On April 12 last I received, at Key West, Fla., telegraphic orders directing me to report my command to Captain (now Rear-Admiral) Sampson for duty with his fleet. I reported on board the flagship *New York*, then lying about 6 miles off Key West, the same day, and was directed by the commander in chief to take up anchorage in the harbor of Key West, where orders would be sent me the following day. The next forenoon I received orders (copy inclosed) to take the official mail to Punta Gorda for transmission north, and then to guard the cables connecting the naval base at Key West with the mainland. A copy of the Secretary's instructions to the commander in chief in regard to this duty was inclosed for my information and guidance. The *McLane* left her anchorage within ten minutes after getting the signal, "Sail when ready." But in the meantime I had visited the cable office and secured a chart showing the lines of cables we were to protect.

It was April 15 when we arrived off Sanibel Island, having been detained half a day in Charlotte Harbor by heavy weather (the vessel's build made it necessary to avoid high seas), where, from my orders as well as from my knowledge of the cables and the habits of the Spanish fishermen who frequent that part of the coast, I concluded our principal work would be. I at once made a personal inspection of the cable crossing on Sanibel Island, and found the cables to be easy of access the entire distance—about a quarter of a mile—and that they were actually exposed at half tide on the inner or bay beach, and could be seen in the shoal water on the outer beach at low tide. There is a small test house on each beach, but the cable office is at Punta Rassa, across San Carlos Bay, about 3 miles distant. I also instituted inquiries in regard to the number, nationality, and residence of foreign-born persons on the islands and mainland in the immediate vicinity and as far up the coast as Charlotte Harbor.

The necessity for keeping a constant and careful watch over the cables on the island and in the shoal waters adjacent thereto was apparent, for evilly disposed persons could approach in a small boat under cover of darkness and effectually cut off telegraphic communication with Key West in a few minutes. The principal danger was from Spanish smackmen, and from Spanish sympathizers (if any) in the neighborhood; we knew that there were some fishing vessels from Havana along the coast. Immediately before the declaration of war, and for a long time after hostilities began, these cables were very valuable to the Government, and it was of the first importance that they should not be disturbed.

An armed guard was posted on the island and maintained there night and day until August 19th last, with the exception of about ten days in July, when we were relieved by the U. S. tug *Tacoma*. Generally but one man was on watch during the day while the vessel was lying off the island, and from four to six at night when the vessel was cruising on her station and also when away for supplies.

In carrying out our orders, we made numerous runs to the southward from Sanibel Island, following the cable line, going well toward Key West at times, but no hostile or suspicious craft were encountered. These runs were generally made at night, leaving our anchorage shortly after dark and returning the following day. After the blockading of the Spanish fleet in Santiago I did not anticipate any danger from enemy vessels; nevertheless we cruised occasionally over the line to be sure that all was going well. We also made frequent visits to Punta Rassa to ascertain if the cables were working properly, and for mail.

Our usual anchorage was off the south side of the island, near the line of cables, and within signal distance of the test house on the beach. A vigilant watch was always maintained aboard ship, particularly at night, for it was then that I feared an attempt by small boats to cut the cables in the shoal waters or at their landings. A system of day signals was arranged with the cable manager at Punta Rassa by means of which he could call us, when in sight, if anything important should occur. Once only did we suspect that any efforts were being made to injure the cables. One morning when the night patrol returned on board, the men reported that during the mid-watch three shots were fired at two men who were acting in a suspicious manner near the cables and refused to answer when challenged. The men disappeared in the bushes, and we were unable to learn anything further in regard to them. The shots were not heard aboard ship, the wind being on shore, and the patrol did not signal for assistance.

When hostilities began, we took steps at once to send away all Spanish subjects that might be in the vicinity, and to this end armed boats' crews were sent to the settlements on the near-by islands. But with one exception the Spanish-born people who had not taken out naturalization papers had learned of our presence and inquiries, and had left the neighborhood. The one exception was an old man, many years in the United States, with known American sympathies, who was temporarily staying on an island about 20 miles from the cables. He was notified

to leave, which he did promptly. Owing to the shoal water around the islands, and to the fact that we have no steam launch, most of these boat expeditions were long and arduous; but the work was done in a manner thoroughly satisfactory to me.

No boats or vessels of any kind were permitted to anchor, or, if anchored before we could prevent them, to remain at anchor near the line of cables, either in the bay or off shore.

On the 3d of July the *McLane* was relieved, by order of the commander of the naval base at Key West, by the U. S. tug *Tacoma*, and I was ordered to report to the commandant, Commodore George C. Remy, U. S. N., on board the flagship *Lancaster*. I reported the next forenoon, and was directed to transfer a number of my crew to the U. S. ships *Windom*, *Woodbury*, and *Hamilton*, and, then, after getting on board some supplies that were in store for us, to proceed to Port Tampa and await the arrival of a draft of men to be sent to the *McLane* by the Treasury Department. I was ordered to resume my duties in guarding the cables, relieving the *Tacoma* as soon as practicable after the reporting of the men. We relieved that vessel on the forenoon of the 15th.

By authority of the commander in chief coal and provisions were to be obtained at Port Tampa, and I was to use my discretion in going there for them. Not including the time when relieved by the *Tacoma* in July, we were in port (at Port Tampa and St. Petersburg) for coal and other supplies four times, spending in port in all nine days, including five days in June, when, by permission, the boiler was cleaned, painted, and filled with fresh water; inability to get coal one day and heavy weather another day made our stays in port two days longer than they would otherwise have been. We could not get coal and water at the same time, as we obtained fresh water at St. Petersburg, 7 miles from the coal dock at Port Tampa, and that delayed us on each trip. Practically, therefore, we were on duty the entire time. When off our station for supplies the guard on Sanibel Island was in charge of a petty officer.

The long-continued hot weather, made apparently more excessive by frequent calms, with very little change in temperature between day and night, became exceedingly enervating and wearing on those accustomed to a more northerly climate; and, to add to the other discomforts, mosquitoes were in great numbers and very annoying. These insects were so numerous and aggressive that it was almost impossible to keep the guard on shore at times, and not infrequently the men would return to the ship after a night on the beach with hands, face, and feet badly swollen from their sting. The night relief watch slept in one of the test houses, which we tried to screen and free from mosquitoes, but could not do so effectually. It was not every night that we were troubled with them aboard ship.

The anchor watches, entailing, as they did, ceaseless vigilance on the part of the officer of the deck and the various lookouts, were far more trying and exhausting than duty under way. While glad to be of service on any station and in any capacity, the comparative inactivity and the monotony of the duty that fell to our lot (which at the same time required constant alertness) made each one on board wish for employment on the blockade, or for other and more exciting and hazardous duties.

The importance of keeping a good lookout was appreciated by all, and it gives me pleasure to testify to the efficient and intelligent manner in which each officer did his duty. That we were not given more active employment and an opportunity to encounter the graver dangers that are incident to a state of war was our misfortune and a cause of regret to us all. We remained in our station off Sanibel Island until the evening of August 26, when a telegraphic order was received directing the *McLane* to proceed to Port Tampa.

The following is a list of the officers who served on the *McLane* during the war: Second Lieut. A. J. Henderson, U. S. R. C. S., who served as executive officer until his detachment on August 1.

Second Lieut. A. R. Hasson, U. S. R. C. S., navigator, executive officer after August 1.

Third Lieut. C. W. Cairnes, U. S. R. C. S.
Chief Engineer W. Pedrick, U. S. R. C. S., until his detachment on June 20.
Second Asst. Engineer C. A. Wheeler, U. S. R. C. S., from April 25, when he joined the vessel, and who has been in charge of the machinery since the detachment of Chief Engineer Pedrick.

Pilot H. J. Seymour, who has long been in the employ of the United States Revenue-Cutter Service.

Respectfully, yours,

W. E. REYNOLDS,
First Lieutenant, U. S. R. C. S., Commanding.

Memoranda of services performed by vessels of the Revenue-Cutter Service from July 1 to December 31, 1899.

The following shows, in a general way, the aggregate of the work performed by vessels of the Revenue-Cutter Service during the first six months of the current fiscal year:

Distance cruised (nautical miles)	174,985
Number of vessels boarded and examined	9,372
Number of vessels in distress assisted	34
Number of lives saved and persons in peril or distress relieved and assisted	829

These figures convey but an imperfect idea of the extent of the service rendered by these vessels along the great length of coast line of the United States, extending from the St. Croix River, in the northeast, embracing the Atlantic, Gulf, and Pacific coasts, through Bering Sea to Point Barrow, in the Arctic Ocean; also the Great Lakes.

Among the special services performed may be mentioned the patrol of the Bering Sea and the visitation of the several points along the Arctic coast. These duties were performed by a fleet of eight vessels, namely, *Bear*, *Corwin*, *Grant*, *McCulloch*, *Nunivak*, *Perry*, *Rush*, and *Thetis*. The duties assigned this fleet were in general the protection of the seal herds, looking after the interests of the Government and its people in Alaska, the maintenance of order, and prevention of crime. In the performance of these duties during the first four months of the period in question these eight vessels alone cruised a distance of 51,412 miles.

During the cruise the *Bear* proceeded along the coast, touching at the several points as far as Point Barrow. She spent considerable time in Kotzebue Sound, especially in the vicinity of Cape Nome, at which place lawlessness was becoming prevalent and for the suppression of which she took such measures as were within her power, and upon the request of the United States marshal brought away a number of prisoners who were guilty of crime or infraction of law.

She also relieved much distress among the people on that inhospitable coast, especially that caused by illness, of which her surgeon treated upward of 115 different cases, and when finally she left that coast for the south brought with her 93 persons, most of whom were destitute and would, but for the transportation furnished by the *Bear*, have been subject to great hardship and privation, if they would not have perished.

The *Corwin*, during her cruise, rendered assistance to a number of vessels in distress. Of these, the *Laurada* having been stranded in Zapadni Bay with no means for her passengers and crew to get away, the *Corwin* proceeded to that place and took on board and brought away the 62 imperiled persons. She also took on board at St. Michaels 25 destitute miners and a number of others who were stranded at that place. She sailed south from her northern cruise having on board, notwithstanding her small size (carrying a crew of only 36 men), 136 persons.

The *Grant* in her visit to the island of Attu gave relief, and especially medical aid, to the 75 inhabitants of that island.

The other vessels of this fleet performed similar duties as opportunity afforded or necessity called for their interposition.

The above is but suggestive of the manifold and important services rendered by the vessels of this fleet.

During the month of July, when the district bordering the Brazos River was inundated by the heavy rains near the head waters of that stream, the *Galveston* at once proceeded to the scene of the flood to afford such relief as lay within her power. She remained upward of two weeks upon the scene and was able to perform services which called forth the highest expressions of appreciation from the citizens. These services were mainly performed by Lieut. S. P. Edmonds, Revenue-Cutter Service, who was detailed for that purpose, and who succeeded in bringing immediate relief to upward of 1,000 persons.

The following is a copy of resolutions adopted at a public meeting of the citizens of Velasco, Tex., held July 17, 1899, which express their gratitude for his heroic services in behalf of the distressed people in the flooded district; also a copy of a letter of W. F. Blunt, M. D., State health officer and surgeon-general of the State of Texas:

At a meeting of the citizens of Velasco on July 17, 1899, the following resolutions were unanimously adopted:

Resolved, That the citizens of Velasco, Brazoria County, Tex., do hereby formally express to Lieut. S. P. Edmonds, of the U. S. revenue cutter *Galveston*, their profound appreciation of and gratitude for his heroic efforts in helping to rescue many of the people along the Brazos River from a watery grave and in aiding

to supply them with means of sustenance for days until sufficient provisions could be got for them.

That Lieutenant Edmonds was out from noon on Saturday, July 8, 1899, until noon Saturday, July 15, 1899, during which seven days he, in hot July weather, with every danger and discomfort which the situation could produce, spared not any energy or effort to aid in rescuing 189 people from danger and relieving the suffering of about 1,000 unfortunates who had lost their all in the terrible flood of water which devastated the valley of the Brazos River. His cool courage and undaunted resolution in such a time of danger and almost unendurable conditions of heat and other physical menaces to health mark Lieutenant Edmonds as much a hero as any of our gallant men who fought at Manila or Santiago. Coming among us as an entire stranger, with no motive save that of a noble soul moved by the sufferings of a common humanity, he has endeared himself to our people and has marked himself as one of our most efficient officers.

Resolved, That the report made by Lieutenant Edmonds is received and his acts fully approved.

L. R. BRYAN, *Chairman*.
[And others.]

AUSTIN, TEX., July 20, 1899.

DEAR SIR: I can not refrain from personally expressing to you my appreciation of your services in carrying relief to the unfortunate sufferers from the Brazos floods, at Brazoria, Columbia, and other places, as observed by me while engaged in the same work. Your actions were noted by the people there and will not soon be forgotten by them. Your work was not only well timed, but was arduous, painstaking, and effectual to an unusual degree, and was accomplished with no little labor, exposure, and personal danger.

I am, with great respect, yours, truly,

W. F. BLUNT, M. D.,
State Health Officer and Surgeon-General State of Texas.

Lieut. S. P. EDMONDS,
Revenue Cutter Galveston, Galveston, Tex.

In addition the vessels of the service have aided the Marine-Hospital Service and State health authorities along the Gulf coast in enforcing national and State quarantine laws and regulations, and the Department has many reports on file from State health officers expressive of their appreciation of the services thus rendered.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 15, 1899.

SIR: I have the honor to acknowledge the receipt of your letter of the 12th instant referring to me the bill S. 728, Fifty-sixth Congress, first session, "to promote the efficiency of the Revenue-Cutter Service," and requesting me to furnish your committee with such suggestions as I may deem proper touching the merits of the bill and the propriety of its passage.

I respectfully return the bill referred to, with my earnest recommendation for its early enactment without amendment, and for the following, among many, reasons:

1. Because, in order that the efficiency of the service may be not only maintained but promoted, it is absolutely imperative that this bill should pass.

2. Because, aside from all grounds of expediency, it will be an act of simple justice to a service which has distinguished itself in every field of usefulness in peace and in war, from 1790 to 1899, and has earned its place in the history of the Republic covering a period of one hundred and nine years, alongside of the Army and Navy as an arm of the national service, offensive and defensive.

3. Because, in my judgment, no arm of the public service has more fairly earned or is better entitled to the proposed legislation than is the Revenue-Cutter Service.

I find that each annual report of this Department from 1872 to 1899 contains urgent recommendations for legislation covering the purposes of this bill. In this connection I respectfully refer you to my annual report for the fiscal year ended June 30, 1899, pages 56 and 57 (copy herewith).

Respectfully,

L. J. GAGE,
Secretary.

Hon. WILLIAM P. FRYE,
Chairman Committee on Commerce, United States Senate.

Pay table of officers United States Revenue-Cutter Service, under existing law.

Number of officers.	Grades.	Pay per annum.	Total pay for each grade.
37	Captains.....	\$2,500	\$92,500
37	First lieutenants.....	1,800	66,600
37	Second lieutenants.....	1,500	55,500
37	Third lieutenants.....	1,200	44,400
1	Captain of engineers.....	2,500	2,500
35	Chief engineers.....	1,800	63,000
17	First assistant engineers.....	1,500	25,500
19	Second assistant engineers.....	1,200	22,800
1	Constructor.....	1,800	1,800
221	Aggregate annual appropriation.....		374,600

In this table the grades are filled to the maximum allowed by law. Any other number, being subject to change, would be misleading.

Pay of officers, Revenue-Cutter Service, after twenty years, compared with that of army and navy officers of the same rank and length of service.

Grades, United States Revenue-Cutter Service.	Annual pay.	Grades, Army.	Annual pay.	Grades, Navy.	Annual pay.
Captain.....	\$2,500	Major.....	\$3,500	Lieutenant-commander.....	\$3,500
First lieutenant.....	1,800	Captain.....	2,520	Lieutenant.....	2,520
Second lieutenant.....	1,500	First lieutenant.....	2,120	Lieutenant, junior grade.....	1,880
Third lieutenant.....	1,200	Second lieutenant.....	1,680	Ensign.....	1,680
Captain of engineers.....	2,500	Major.....	3,500	Lieutenant-commander.....	3,500
Chief engineer.....	1,800	Captain.....	2,520	Lieutenant.....	2,520
First assistant engineer.....	1,500	First lieutenant.....	2,120	Lieutenant, junior grade.....	1,880
Second assistant engineer.....	1,200	Second lieutenant.....	1,680	Ensign.....	1,680
Constructor.....	1,800	Captain.....	2,520	Lieutenant.....	2,520

Number of officers of the Revenue-Cutter Service whose pay would be affected by the provisions of sections 5 and 6 of the pending measure (S. 728).

Number of officers.	Grades.	Annual salaries.					Necessary appropriation for pay of each grade.
		First 5 years.	After 5 years, 10 per cent increase.	After 10 years, 20 per cent increase.	After 15 years, 30 per cent increase.	After 20 years, 40 per cent increase.	
37	Captains.....	\$2,500				\$3,500	\$129,500
16	First lieutenants.....	1,800				2,520	40,320
11	do.....	1,800			\$2,340		25,740
10	do.....	1,800	\$2,160				21,600
37	Second lieutenants.....	1,500		1,800			46,800
26	do.....	1,500	\$1,650				14,850
9	do.....	1,500	No increase for 2 years.				8,000
2	do.....	1,500	No increase for 2 years.				3,000
37	Third lieutenants.....	1,400	No increase for 2 to 4 years.				51,800
1	Captains of engineers.....	2,500				3,500	3,500
28	Chief engineers.....	1,800			2,340	2,520	70,560
4	do.....	1,800			2,340		9,360
3	do.....	1,800	2,160				6,480
35	First assistant engineers.....	1,500		1,800			9,000
5	do.....	1,500	1,650				11,550
7	do.....	1,500	No increase for 2 years.				7,500
17	Second assistant engineers.....	1,400	No increase for 3 to 4 years.				23,800
1	Constructors.....	1,800	No increase for 3 years.				1,800
221	Total per annum.....						479,960

Pay table of officers of the Revenue-Cutter Service on permanent waiting orders.

UNDER EXISTING LAW.

Number of officers.	Grades.	Annual salary.	Total annual appropriation.
5	Captains.....	\$1,250	\$6,250
6	First lieutenants.....	900	5,400
2	Second lieutenants.....	750	1,500
1	Third lieutenants.....	600	600
10	Chief engineers.....	900	9,000
6	First assistant engineers.....	750	4,500
3	Second assistant engineers.....	600	1,800
33	Total.....		29,050

UNDER PENDING MEASURE.

Number of officers.	Rank.	Annual salary.	Annual salary after 20 years.	Total annual appropriation.
5	Captains.....	\$1,875	\$2,625	\$13,125
6	First lieutenants.....	1,350	1,890	11,340
2	Second lieutenants.....	1,125	1,575	3,150
1	Third lieutenants.....	1,050	1,470	1,470
10	Chief engineers.....	1,350	1,890	18,900
6	First assistant engineers.....	1,125	1,575	9,450
3	Second assistant engineers.....	1,050	1,470	4,410
33	Amount required.....			61,845

RECAPITULATION.

Pay of active and retired officers.

UNDER EXISTING LAW.

221 officers of all grades, active list.....	\$374,600
33 officers of all grades, retired list.....	29,050
	403,650

UNDER PENDING BILL.

221 officers of all grades, active list.....	479,960
33 officers of all grades, retired list.....	61,845
Total under existing law.....	541,805
Annual increase by pending bill.....	138,155
Total under pending bill.....	403,650

The number of officers who would be retired for age under the pending measure would be—
 Captains..... 5
 Chief engineers..... 4

For physical disability the number can not be exactly stated, but the number would probably be 5, making a total of 14.