

ADMIRAL SCHLEY'S DEATH GIVES THE OPPORTUNITY TO DO HIM JUSTICE

His Celebrated Victory In the Battle of Santiago Recalled.

By JAMES A. EDGERTON.

ADMIRAL SCHLEY belongs to history. His death furnishes the opportunity to do him belated justice. His story will live as long as Americans read the annals of their country. Despite naval boards and bureaucratic jealousies the public proclaims him the hero of the battle of Santiago.

Winfield Scott Schley was born on a Maryland farm Oct. 9, 1839, and at the time of his death he lacked but seven days of being seventy-two years old. His father was an officer of the navy and served in the war with Mexico, naming the boy for the hero of that conflict. Admiral Schley graduated from the Naval academy at Annapolis in 1860 and saw service throughout the civil war, being appointed successively master and lieutenant by President Lincoln. He was in the blockading squadron along the coast of South Carolina and later participated in the engagements that led to the capture of Port Hudson. After the war he was shifted to the southern Pacific, but in 1866 was promoted to lieutenant commander and was on duty at the Naval academy for three years. He then returned to sea duty on board the Benicia and participated in the attack on the Salee river forts in Korea in 1871. Three years later he was promoted to commander and was the head officer on the Essex until 1880, when he was made light-house inspector.

His Relief of Greely.

In 1884 Commander Schley was placed in charge of the Greely relief expedition, commanding the Thetis and other vessels. He rescued General Greely and six other survivors at Cape Sabine. It was for this deed that he was presented by the Maryland legislature with the gold watch found on him after his death on the streets of New York. He was next made chief of the board of equipment and repair and in 1888 was promoted to captain. For three years he commanded the Baltimore and on that ship took home the body of John Ericsson, the inventor of the Monitor, for which service Captain Schley was presented with a gold medal by the king of Sweden. He also settled a delicate and difficult international trouble in Chile. He was then successively commander of the New York, member of the board of inspection and survey and chairman of the lighthouse board.

In 1898 Captain Schley was promoted to commodore and placed at the head of the flying squadron, in which capacity he was in immediate command at the battle of Santiago. After the war he was promoted to rear admiral and was at the head of the south Atlantic squadron, in which capacity he served until his retirement in 1901.

Schley-Sampson Controversy.

Admiral Schley took little or no part in the celebrated controversy over the battle of Santiago, remaining the personal friend of Admiral Sampson throughout the newspaper war waged by their supporters. Schley did ask for an official inquiry board, which exonerated him from all charges made by the partisans of Sampson, but gave that officer credit for having planned the battle and being in chief command. Admiral Dewey, the hero of Manila Bay and president of the board, dissented from these findings and gave full credit for the victory to Admiral Schley, whom he warmly praised. That hero himself was modest and magnanimous enough to say, "There is glory enough for all."

Admiral Sampson was twenty miles away at the time of the battle, conferring with General Shafter. He took with him the New York, one of the best fighting ships in the fleet, and for this was criticised. Popular sympathy was almost unanimously with Schley, and it is generally believed that the controversy hastened his death, which occurred soon after.

His Report of the Battle.

Admiral Schley's report of the battle of Santiago as rendered to Admiral Sampson was in substance as follows: "Sir—I have the honor to make the following report of that part of the squadron under your command which came under my observation during the engagement with the Spanish fleet on July 3, 1898.

"At 9:35 a. m. Admiral Cervera, with the Infanta Maria Teresa, Vizcaya, Oquendo, Cristobal Colon and two torpedo boat destroyers, came out of the harbor of Santiago de Cuba in column at distance and attempted to escape to the westward. Signal was made from the Iowa that the enemy was coming out, but his movement had been discovered from this ship at the same moment. This vessel was the farthest west, except the Vixen, in the blockading line. Signal was made to the western division, as prescribed in your general orders, and there was immediate and rapid movement inward by your squadron and a general engagement at ranges beginning at 1,100 yards and varying to 3,000 yards until the Vizcaya was de-

How He Rescued the Greely Expedition—Other Events In His Career.

stroyed, about 10:50 a. m. The concentration of the fire of the squadron upon the ships coming out was most furious and terrific, and great damage was done them.

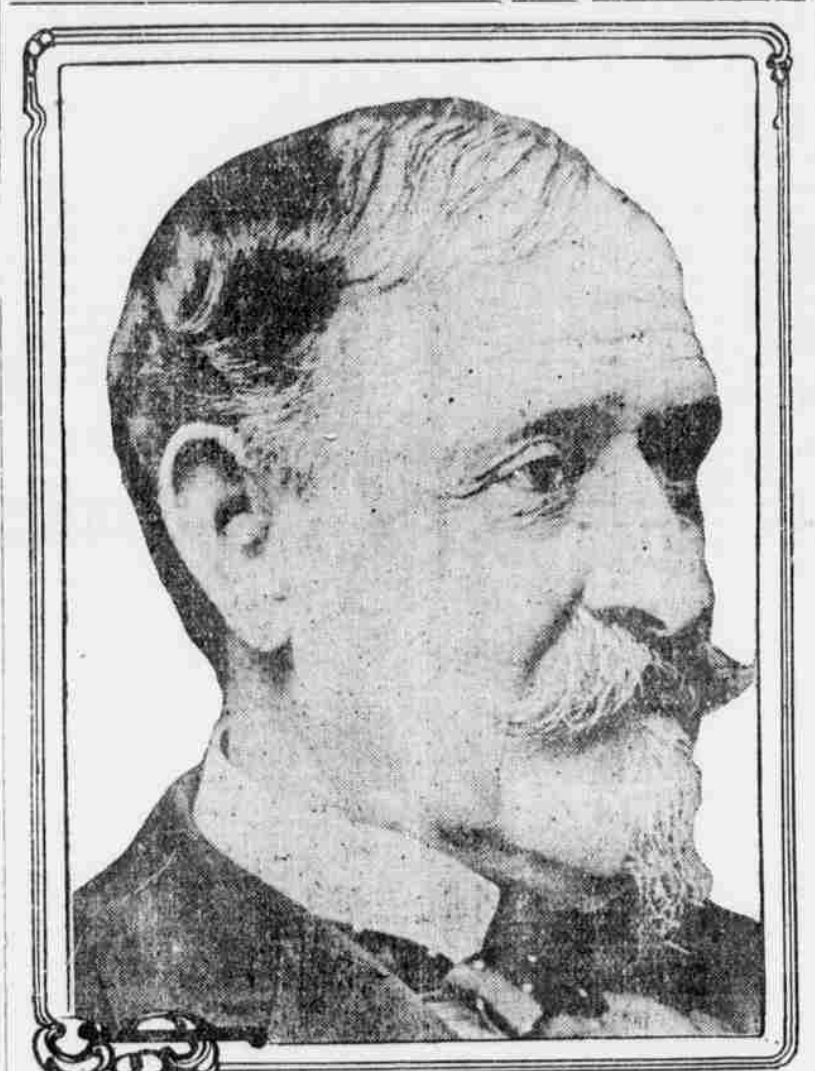
"About twenty or twenty-five minutes after the engagement began two vessels, thought to be the Teresa and Oquendo and since verified as such, took fire from the effective shell fire of the squadron and were forced to run on the beach some six or seven miles west of the harbor entrance, where they burned and blew up later. The torpedo boat destroyers were destroyed early in the action, but the smoke was so dense in their direction that I cannot say to which vessel or vessels the credit belongs. This doubtless was better seen from your flagship.

"The Vizcaya and Colon, perceiving the disaster to their consorts, continued at full speed to the westward to escape and were followed and engaged in a running fight with the Brooklyn, Texas, Iowa and Oregon until 10:50, when the Vizcaya took fire from our shells. She put her helm to port and, with a heavy list to port, stood in

eration that the Brooklyn occupied the most westward blockading position, with the Vixen, and, being more directly in the route taken by the Spanish squadron, was exposed for some minutes, possibly ten, to the gun fire of three of the Spanish ships and the west battery at a range of 1,500 yards from the ships and about 3,000 yards from the batteries, but the vessels of the entire squadron, closing in rapidly, soon diverted this fire and did magnificent work at close range. I have never before witnessed such deadly and fatally accurate shooting as was done by the ships of your command as they closed in on the Spanish squadron, and I deem it a high privilege to commend to you for such action as you may deem proper the gallantry and dashing courage, the prompt decision and the skillful handling of their respective vessels of Captain Philip, Captain Evans, Captain Clark and especially of my chief of staff, Captain Cook, who was directly under my personal observation and whose coolness, promptness and courage were of the highest order. The dense smoke of the combat shut out from my view the Indiana and the Gloucester, but as these vessels were closer to your flagship no doubt their part in the conflict was under your immediate observation.

"I have never in my life served with a braver, better or worthier crew than that of the Brooklyn. During the combat, lasting from 9:35 until 1:15, much of the time under fire, they never flinched for a moment and were apparently undisturbed by the storm of projectiles passing ahead, astern and over the ship.

"The result of the engagement was the destruction of the Spanish squadron and the capture of the admiral and some 1,300 to 1,500 prisoners, with



THE LATE WINFIELD SCOTT SCHLEY.

shore and ran aground at Asseraderos, about twenty-one miles west of Santiago, on fire fore and aft, and where she blew up during the night. Observing that she had struck her colors and that several vessels were nearing her to capture and save her crew, signal was made to cease firing. The Oregon having proved vastly faster than the other battleships, she and the Brooklyn, together with the Texas and another vessel which proved to be your flagship, continued westward in pursuit of the Colon, which had run close in shore, evidently seeking some good spot to beach if she should fail to elude her pursuers.

"This pursuit continued with increasing speed in the Brooklyn, Oregon and other ships, and soon the Brooklyn and Oregon were within long range of the Colon, when the Oregon opened fire with her thirteen inch guns, landing a shell close to the Colon. A moment afterward the Brooklyn opened fire with her eight inch guns, landing a shell just ahead of her. Several other shells were fired at the Colon, now in range of the Brooklyn's and Oregon's guns. Her commander, seeing all chances of escape cut off and destruction awaiting his ship, fired a lee gun and struck her flag at 1:15 p. m. and ran ashore at a point some fifty miles west of Santiago harbor. Your flagship was coming up rapidly at the time, as were also the Texas and Vixen. A little later, after your arrival, the Cristobal Colon, which had struck to the Brooklyn and the Oregon, was turned over to you as one of the trophies of this great victory of the squadron under your command.

"During my official visit, a little later Commander Eaton of the Resolute appeared and reported to you the presence of a Spanish battleship near Altarea. Your orders to me were to take the Oregon and go eastward to meet her, and this was done by the Brooklyn, with the result that the vessel reported as an enemy was discovered to be the Austrian cruiser Infanta Maria Teresa, seeking the commander in chief.

"I would mention for your consid-

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