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at Santiago. The transport, however, did not arrive in Santiago until after the surrender of the place, and Battery B, with three other light batteries of artillery (Battery A of Missouri, Battery A of Illinois, and the 27th Indiana Battery), proceeded to Puerto Rico, reporting to Major General Brooke, commanding the First Army Corps; landed first at Guanica, thereafter at Ponce, and finally disembarked at Arroyo, Puerto Rico.

The transport could get only within about four miles of the shore, and the landing of the entire equipment, including about one hundred head of horses and about thirty mules for each battery, was performed in very rough weather.

The animals were lifted from the sides of the transports in canvas slings and lowered down into lighters, which were pulled as near the shore as the breakers would allow, and then the men, jumping into water up to their waists, dragged the animals through the surf to the shore.

The horses of the command had been nearly two weeks standing upon their legs; first in stock cars in the long railroad ride from Camp Thomas, Georgia, to Newport News, and, thereafter, in the week’s journey to Puerto Rico. The poor beasts were sadly leg weary, but we did not lose an animal en route. This was occasioned by the assiduous attention which was given to them; not only in their being properly fed and watered, but in their legs being well rubbed down each day, and the cleaning out regularly of the stalls in which the animals were crowded on the transport.

We were fortunate enough to have about a dozen enlisted men in my command who had been at work in bridge shops in the Pittsburg district; and with a gang of about twenty men the commander of the Battery built a wharf out into the sea for a distance which extended beyond the breakers, and allowed the guns and ammunition and other heavy portion of the cargo of the various transports to be unloaded directly on to the wharf, and not carried upon the backs of the men or dragged through the water, as had been necessary at many of the other places of landing.

This wharf was started at eight o’clock in the morning, and was completed by five o’clock in the afternoon. Lieut.-Col. G. W. Goethal, of the United States Engineers, had projected the work, and started the foundations with a force of Puerto Rican natives. Several old scows, which had become water-logged, were filled with sand and sunk at proper intervals for bridge piers, and upon this work the trestle work of timbers was built, supporting the deck flooring of the dock, which proved to have given a very firm and secure foundation.

The next day after landing the same bridge gang of Light Battery B, Pennsylvania Volunteers, built a bridge on the road between Arroyo and the city of Guayama over a creek, the span being eighty-five feet, and the height of the bridge floor above the bottom of the creek some sixty-five feet. This bridge, also, was built in one day’s time. The timber for use in the structure was obtained from neighboring sugar mills, which were demolished for the purpose of furnishing the lumber. It was hewn timber, and the largest portion of it was mahogany and rosewood. Probably such fine timber has never been utilized before for a bridge structure as we found most convenient to use at that time.

The Spaniards had destroyed the stone arch bridge which had been utilized before in their retreat from Arroyo to Guayama. The command participated in the forward movements in the capture of Guayama, and was the Battery in advance in the line of battle formed by Major General Brooke in the advance movement over the mountains from Guayama to El Cayey.

The Battery, with guns loaded, was just ready to commence the action which would likely have proved one of the most sanguinary of the Spanish War, when the order for the