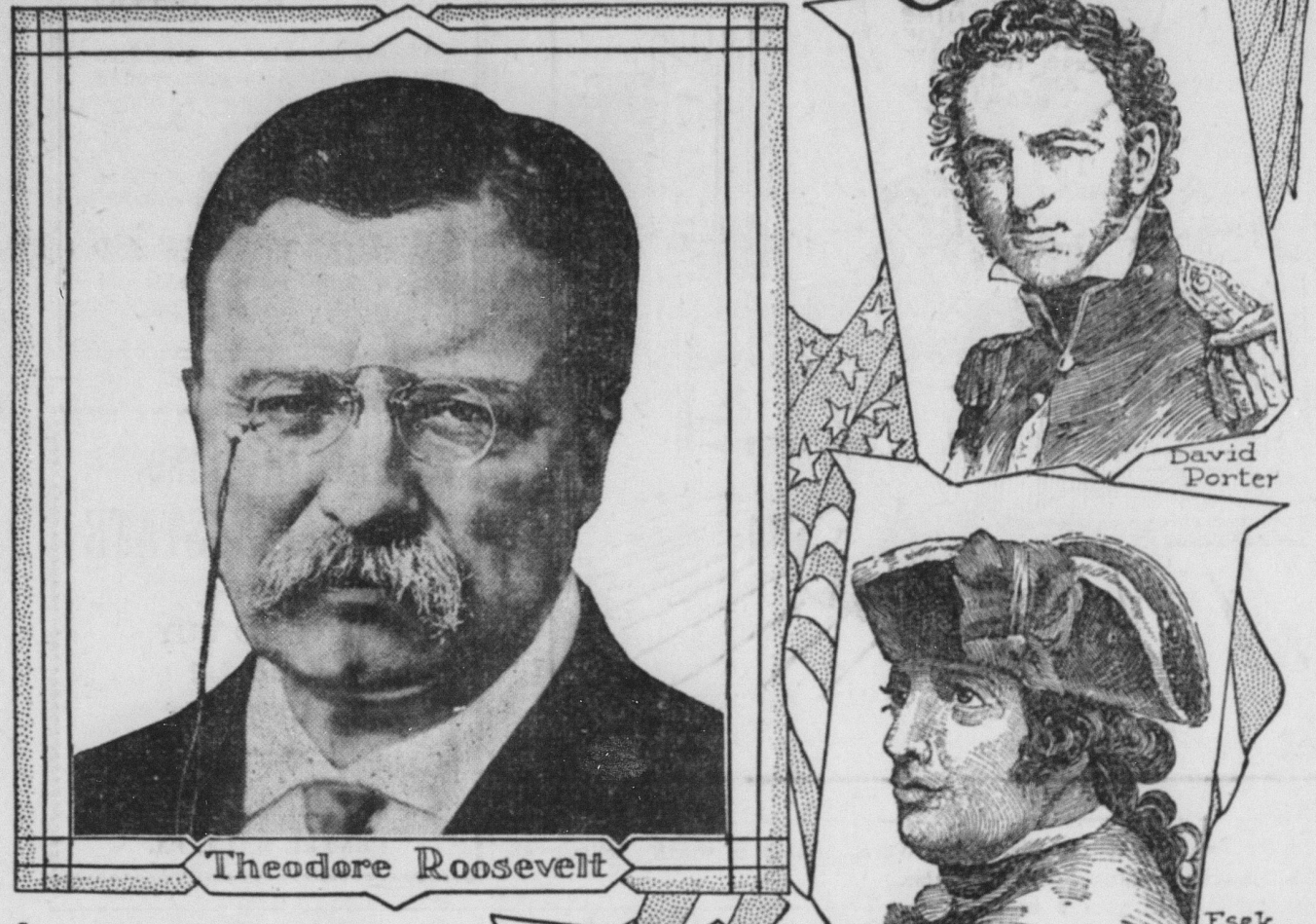


Men Who Made Our Navy



Theodore Roosevelt

David Porter

Essek Hopkins

By ELMO SCOTT WATSON

OCTOBER 27 is celebrated as Navy day in the United States for two reasons: It was on October 27, 1775, that the marine committee of the Continental congress, sitting in Philadelphia, reported a resolution outlining a program of ships to be purchased and converted into men-of-war for use in the struggle for liberty with Great Britain, thus taking the first steps toward providing the nation which was soon to be with an offensive and defensive force on the high seas. It was on October 27, 1858, that Theodore Roosevelt was born and he, as much, if not more, than any other man was responsible for the modernization of our navy and its eventual growth into the greatest in the world.

As assistant secretary of the navy, Roosevelt set himself diligently to the task of repairing our navy, improving its marksmanship and in every way fitting it for the sea war which he saw was inevitable with Spain because of that country's oppression of Cuba. On Saturday, February 25, 1898, he happened to be acting secretary of the navy and as such sent a cablegram which was destined to make history. It was addressed to Admiral George Dewey and read as follows: "DEWEY—Hongkong.—Order the squadron, except the Monocacy, to Hongkong. Keep full of coal. In the event of declaration of war, Spain, your duty will be to see that the Spanish squadron does not leave the Asiatic coast and then offensive operations in the Philippine Islands. Keep Olympia until further orders.—ROOSEVELT."

President McKinley did not want war with Spain and Secretary Long of the Navy department was even more opposed to a break with that country. Roosevelt's cablegram was considered so rash by his superiors that it is said he was never again allowed the chance to be acting secretary of the navy. However, his orders to Dewey were not recalled and the accuracy of his foresight was proved two months later when war was declared, and Dewey, fully prepared, slipped out of Hongkong and smashed the Spanish fleet at Manila bay. On that May morning the United States became a nation of world-wide importance and began its career as one of the great naval powers of the earth. Its prestige as such further increased when Theodore Roosevelt became President and in that position steadfastly advanced a sound naval policy for the United States and made possible the building of the Panama canal, a vitally important link in the chain of our "first line of defense."

Roosevelt's part in the development of our navy is but little known to most Americans, as compared to other more spectacular events in his strenuous career. So Navy day is a day for recalling his services in that respect and for honoring him for them just as it is a day for recalling the deeds of other "men who made our navy"—John Paul Jones, Oliver Hazard Perry, David Farragut and George Dewey. It is also a day for recalling the names of others who are comparatively unknown, but whose deeds are an inseparable part of our naval tradition.

High up in such a list is the name of John Barry, the "Father of the American Navy." Barry was an Irishman who had come to this country in his youth and who, at the outbreak of the Revolution, was a wealthy shipmaster of Philadelphia. Late in October, 1775, when the Continental congress authorized the purchase of two ships and their conversion into men-of-war, Barry sailed his merchantman, Black Prince, into the harbor on that day and sold her to congress. This vessel was renamed the Alfred



Edward Preble



John Barry

and later became the flagship of the American fleet.

Later when more ships were added to the patriot navy, Barry was commissioned a captain and placed in command of the brig Lexington. His first achievement in battle was the capture of the British tender, Edward, on April 17, 1776. In reality this was a small prize, for the Lexington was a much larger ship than the Edward, but the victory lives in history because the Edward was the first ship ever captured by a commissioned officer of the American navy.

The first American to hold the title of commodore was Essek Hopkins, commander-in-chief of the first American fleet which was assembled and manned in December, 1775.

Hopkins' individual record as a fighter was not a particularly brilliant one and he was finally dismissed from the service. There was no question of his courage, however, and even if he did not add anything to the record of American naval heroism, his name is worthy of remembrance because he was our first high naval officer. His shortcomings were more than made up for by some of his subordinates, for among them were such men as Capt. Abraham Whipple (commander of the Americans at the "salt-water Lexington," the capture and the burning of the British schooner Gaspe off the coast of Rhode Island on the night of June 17, 1772), Capt. Nicholas Biddle and a young lieutenant named John Paul Jones.

The War of 1812 bred a famous group of American sea fighters. The names of most of them are familiar to their countrymen—MacDonough, Hull, Decatur, Lawrence, Perry, Stewart, Bainbridge and Somers. But not the least illustrious of this group was David Porter.

As a boy Porter had been twice impressed in the British navy, and both times made good his escape; he never outgrew the bitterness toward England engendered by these experiences. He had shipped as a midshipman on the Constellation and distinguished himself in the fight with the French Insurgente; he was a lieutenant on the ill-fated Philadelphia when it grounded off Tripoli, and suffered over a year's imprisonment there. On his return to the United States he was assigned the task of clearing the lower Mississippi of pirates and was so signally successful that he incurred the hostility of New Orleans merchants and even of Governor Claiborne of Louisiana.

Given command of the frigate Essex in 1812, Porter captured the first British war vessel, harried British commerce from the Caribbean to Cape Horn and from Cape Horn to the Galapagos, took innumerable prizes, and made the Stars and Stripes respected the whole length of the Pacific. Incidentally, he carried on scientific observations and took formal

possession of the Marquesas for the United States—a claim never followed up by his country. The end of this glamorous, swashbuckling career came when the Essex was bottled up in the neutral harbor of Valparaiso by two British ships and pounded to pieces at long range. Porter's resistance was a gallant but desperate one, and after his ship had been reduced to a wreck and his deck to a shambles, he struck colors.

Porter returned to the United States and was at once appointed to the first board of naval commissioners with the task of reorganizing the American navy. Here he served with distinction until he was assigned the task of clearing the Caribbean of pirates. Once again he succeeded, and again he ran into troubled waters. His zeal outrunning his authority, he was hailed before a court-martial and suspended from service for an affront to Spanish dignity in Porto Rico. In a huff Porter resigned, and served three years as commander-in-chief of the Mexican navy. President Jackson, who understood Porter somewhat better than his predecessor, rescued him from this thankless position, and the old war dog ended his days uneventfully as charge d'affaires at Constantinople, hobnobbing with the sultan and composing guide-books of the city.

Edward Preble was something of the same type of irascible, fire-eater as Porter; unpopular with officers who served under him, because of his strictness and his bad temper, but a gallant and brave officer nevertheless. As a boy he had fled from Falmouth (now Portland), Maine, when it was burned by the British early in the Revolution. As a youth he ran away and shipped on a privateer, was appointed midshipman in the Massachusetts state marine, participated in three sea fights of the Revolution and was held a prisoner for a while on the infamous British prison ship, Jersey. But he never had a chance to pay off old scores against the British since he died five years before the outbreak of the War of 1812, a conflict which would have given him a chance to add his name to the list of illustrious American sea fighters.

However, Preble did distinguish himself in a war which constitutes one of the brightest spots in our naval history. For it was he who conquered the Barbary pirates in 1804-04. He first forced the sultan of Morocco to renew the treaty of 1786 and then moved against Tripoli. After six spirited attacks, during which three Tripolitan ships were sunk and three captured, a treaty of peace was signed in 1805 by which the tributes that European nations had paid for centuries and the slavery of Christian captives were abolished. In 1806 Jefferson offered Preble the position of secretary of the navy, but his feeble health prevented his accepting. He died in Portland, Maine, August 25, 1807.

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A substantial middle-aged gentleman was given a seat beside the dancing space in one of New York's dens of rather pale iniquity.

During the show one of the vivacious young ladies skipped out of line and by way of making things livelier, pulled loose the gentleman's tie and playfully ruffled his hair. When he gave evidence of being annoyed, her expression of gayety relaxed for a moment. "I'm sorry, sir," she explained, "but it's in my contract."—New Yorker.

New Type of Pest

Blinks—it gives me a pain in the neck to listen to that fellow.

Jinks—Yes, he has gotten to be an awful bore since he has been trying to work all the weird words he learned doing cross word puzzles into his conversations.

Diogenes' Tub

The tub in which Diogenes lived was a vessel discarded from the temple of Cybele. It was a huge earthen jar that had been used for holding wine or oil for the sacrifices of the temple. It was large enough for him to lie in at full length and to satisfy his limited demands in the way of housekeeping. Diogenes did not invent this mode of living, as the poor made many similar uses of such vessels before his time and did so afterward.

Florida Starts Game Farm

The department of game and freshwater fish of Florida recently established a game-breeding farm. A start has been made with pheasants, wild turkeys and quail in co-operation with the state prison farm.—American Game Protective Association News Service.

Historic Grecian Town

Kastoria, old Macedonian city, is the seat of an Orthodox archbishop. It is usually identified with the ancient Celerum, captured by the Romans under Sulpicius, during the first Macedonian campaign, about 200 B. C., and better known for the defense maintained by Bryennius against Alexis I in 1084. A Byzantine wall with round towers runs across the peninsula.

Not Guilty as Charged

Mary's mother had some candy hidden in a drawer of the kitchen cabinet. When she went to get it, the candy was gone. Mary was the first to fall under suspicion.

"Did you take the candy I had hidden in the cabinet?" she asked Mary.

"No, I didn't take it," replied Mary with dignity. "I ate it!"

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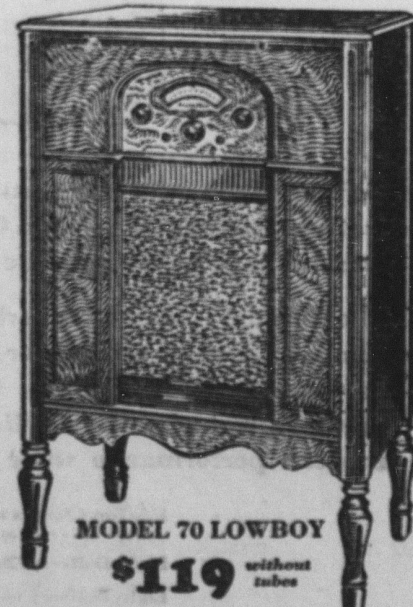
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