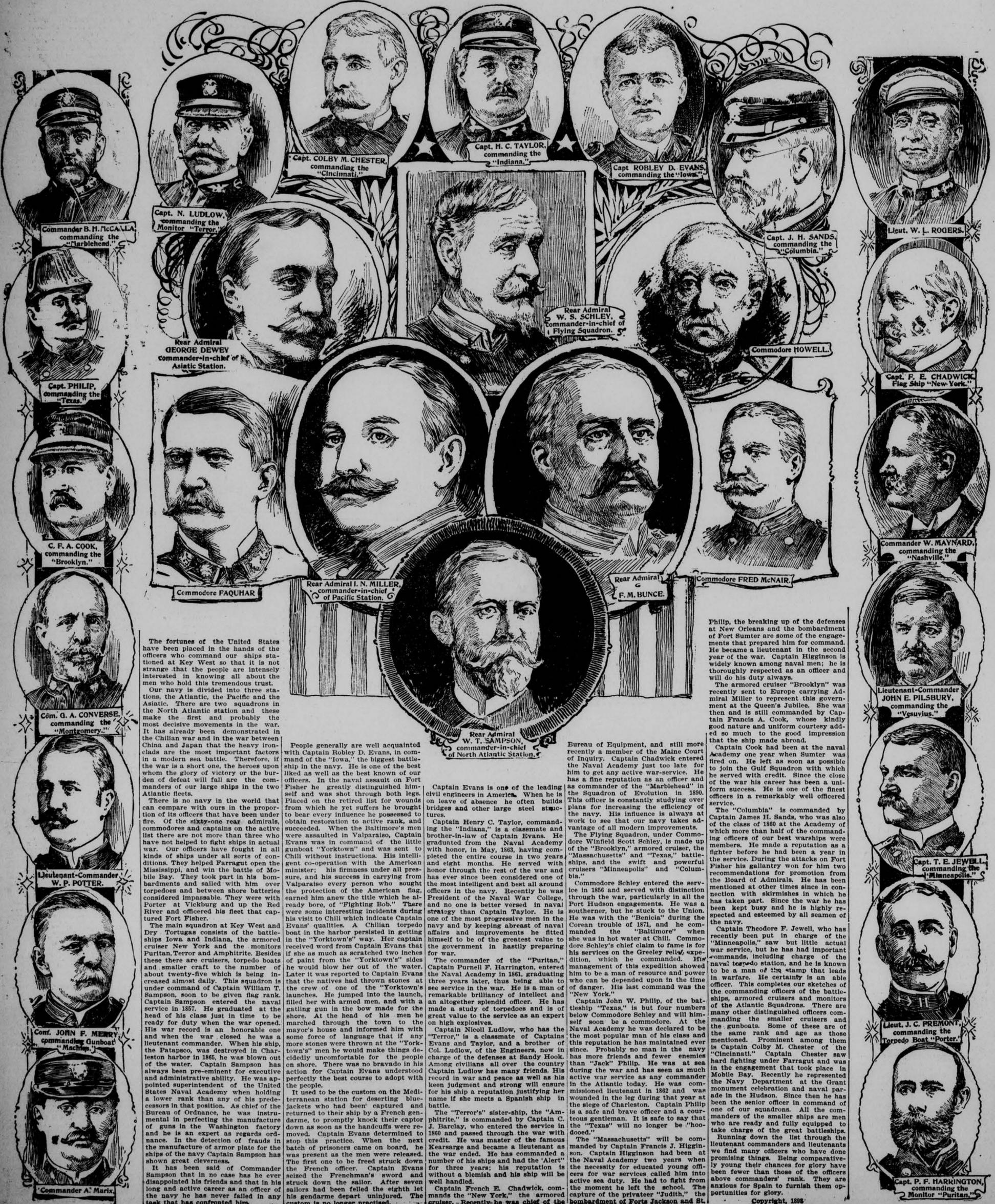


PERSONNEL OF THE SQUADRONS.



The fortunes of the United States have been placed in the hands of the officers who command our ships stationed at Key West so that it is not strange that the people are intensely interested in knowing all about the men who hold this tremendous trust.

Our navy is divided into three stations, the Atlantic, the Pacific and the Asiatic. There are two squadrons in the North Atlantic station and these make the first and probably the most decisive movements in the war. It has already been demonstrated in the Chilian war and in the war between China and Japan that the heavy iron-clads are the most important factors in a modern sea battle. Therefore, if the war is a short one, the heroes upon whom the glory of victory or the burden of defeat will fall are the commanders of our large ships in the two Atlantic fleets.

There is no navy in the world that can compare with ours in the proportion of its officers that have been under fire. Of the sixty-one rear admirals, commodores and captains on the active list there are not more than three who have not helped to fight ships in actual war. Our officers have fought in all kinds of ships under all sorts of conditions. They helped Farragut open the Mississippi, and won the battle of Mobile Bay. They took part in his bombardments and sailed with him over torpedoes and between shore batteries considered impassable. They were with Porter at Vicksburg and up the Red River and offered his fleet that captured Fort Fisher.

The main squadron at Key West and Dry Tortugas consists of the battleships Iowa and Indiana, the armored cruiser New York and the monitors Puritan, Terror and Amphitrite. Besides these there are cruisers, torpedo boats and smaller craft to the number of about twenty-five which is being increased almost daily. This squadron is under command of Captain William T. Sampson, soon to be given flag rank. Captain Sampson entered the naval service in 1857. He graduated at the head of his class just in time to be ready for duty when the war opened. His war record is an honorable one and when the war closed he was a lieutenant commander. When his ship, the Patapsco, was destroyed in Charleston harbor in 1865, he was blown out of the water. Captain Sampson has always been pre-eminent for executive and administrative ability. He was appointed superintendent of the United States Naval Academy when holding a lower rank than any of his predecessors in that position. As chief of the Bureau of Ordnance, he was instrumental in perfecting the manufacture of guns in the Washington factory and he is an expert as regards ordnance. In the detection of frauds in the manufacture of armor plate for the ships of the navy Captain Sampson has shown great cleverness.

It has been said of Commander Sampson that in no case has he ever disappointed his friends and that in his long and active career as an officer of the navy he has never failed in any task that has confronted him.

People generally are well acquainted with Captain Robley D. Evans, in command of the "Iowa," the biggest battleship in the navy. He is one of the best liked as well as the best known of our officers. In the naval academy on Fort Fisher he greatly distinguished himself and was shot through both legs. Placed on the retired list for wounds from which he yet suffers he brought to bear every influence he possessed to obtain restoration to active rank, and succeeded. When the Baltimore's men were assaulted in Valparaiso, Captain Evans was in command of the little gunboat "Yorktown" and was sent to Chili without instructions. His intelligent co-operation with the American minister; his firmness under all pressure, and his success in carrying from Valparaiso every person who sought the protection of the American flag, earned him anew the title which he already bore, of "Fighting Bob." There were some interesting incidents during his visit to Chili which indicate Captain Evans' qualities. A Chilian torpedo boat in the harbor persisted in getting in the "Yorktown's" way. Her captain received word from Captain Evans that if she as much as scratched two inches of paint from the "Yorktown's" sides he would blow her out of the water. Later it was reported to Captain Evans that the natives had thrown stones at the crew of one of the "Yorktown's" launches. He jumped into the launch, filled her with armed men, and with a gatling gun in the bow made for the shore. At the head of his men he marched through the town to the mayor's house and informed him with some force of language that if any more stones were thrown at the "Yorktown's" men he would make things decidedly uncomfortable for the people on shore. There was no bravo in his action for Captain Evans understood perfectly the best course to adopt with the people.

It used to be the custom on the Mediterranean station for deserting blue-jackets who had been captured and returned to their ship by a French gendarme, to promptly knock their captor down as soon as the handcuffs were removed. Captain Evans determined to stop this practice. When the next batch of prisoners came on board, he was present as the men were released. The first one to be freed struck down the French officer. Captain Evans seized the Frenchman's sword and struck down the sailor. After seven sailors had been felled the eighth left his gendarme depart uninjured. The custom is no longer practised.

Captain Evans is one of the leading civil engineers in America. When he is on leave of absence he often builds bridges and other large steel structures.

Captain Henry C. Taylor, commanding the "Indiana," is a classmate and brother-in-law of Captain Evans. He graduated from the Naval Academy with honor, in May, 1853, having completed the entire course in two years and eight months. He served with honor through the rest of the war and has ever since been considered one of the most intelligent and best all around officers in the navy. Recently he was President of the Naval War College, and no one is better versed in naval strategy than Captain Taylor. He is one of the most progressive men in the navy and by keeping abreast of naval affairs and improvements he fitted himself to be of the greatest value to the government in hastily preparing for war.

The commander of the "Puritan," Captain Purnell F. Harrington, entered the Naval Academy in 1861, graduating three years later, thus being able to see service in the war. He is a man of remarkable brilliancy of intellect and an altogether splendid officer. He has made a study of torpedoes and is of great value to the service as an expert on high explosives.

Captain Nicoll Ludlow, who has the "Terror," is a classmate of Captains Evans and Taylor, and a brother of Col. Ludlow, of the Engineers, now in charge of the defenses at Sandy Hook. Among civilians all over the country Captain Ludlow has many friends. His record in war and peace as well as his keen judgment and strong will ensure for his ship a reputation justifying her name if she meets a Spanish ship in battle.

The "Terror's" sister-ship, the "Amphitrite," is commanded by Captain C. J. Barclay, who entered the service in 1860 and passed through the war with credit. He was master of the famous Kearsarge and became a lieutenant as the war ended. He has commanded a number of his ships and had the "Alert" for three years; his reputation is without a blemish and his ship will be well handled.

Captain French E. Chadwick, commands the "New York," the armored cruiser. Recently he was chief of the

Bureau of Equipment, and still more recently a member of the Maine Court of Inquiry. Captain Chadwick entered the Naval Academy just too late for him to get any active war-service. He has a fine reputation as an officer and as commander of the "Marblehead" in the Squadron of Evolution in 1880. This officer is constantly studying over- plans for increasing the efficiency of the navy. His influence is always at work to see that our navy takes advantage of all modern improvements.

The Flying Squadron, under Commodore Winfield Scott Schley, is made up of the "Brooklyn," armored cruiser, the "Massachusetts" and "Texas," battleships, and the swift and powerful cruisers "Minneapolis" and "Columbia."

Commodore Schley entered the service in 1856 and served with distinction through the war, particularly in all the Port Hudson engagements. He was a southerner, but he stuck to the Union. He was with the "Benicia" during the Korean trouble of 1871, and he commanded the "Baltimore" when she was in hot water at Chili. Commodore Schley's chief claim to fame is for his services on the Greeley relay, expedition, which he commanded. His management of this expedition showed him to be a man of resource and power who can be depended upon in the time of danger. His last command was the "New York."

Captain John W. Phillip, of the battleship "Texas," is but four numbers below Commodore Schley and will himself soon be a commodore. At the Naval Academy he was declared to be the most popular man of his class and this reputation he has maintained ever since. Probably no man in the navy has more friends and fewer enemies than "Jack" Phillip. He was at sea during the war and has seen as much active war service as any commander in the Atlantic today. He was commissioned lieutenant in 1862 and was wounded in the leg during that year at the siege of Charleston. Captain Phillip is a safe and brave officer and a courteous gentleman. It is safe to say that the "Texas" will no longer be "hoo-dooed."

The "Massachusetts" will be commanded by Captain Francis J. Higginson. Captain Higginson had been at the Naval Academy two years when the necessity for educated young officers for war services called him into active sea duty. He had to fight from the moment he left the school. The capture of the privateer "Judith," the bombardment of Forts Jackson and St.

Phillip, the breaking up of the defenses at New Orleans and the bombardment of Fort Sumter are some of the engagements that prepared him for command. He became a lieutenant in the second year of the war. Captain Higginson is widely known among naval men; he is thoroughly respected as an officer and will do his duty always.

The armored cruiser "Brooklyn" was recently sent to Europe carrying Admiral Miller to represent this government at the Queen's Jubilee. She was then and is still commanded by Captain Francis A. Cook, whose kindly good nature and uniform courtesy added so much to the good impression that the ship made abroad.

Captain Cook had been at the naval Academy one year when Sumter was fired on. He left as soon as possible to join the Gulf Squadron with which he served with credit. Since the close of the war his career has been a uniform success. He is one of the finest officers in a remarkably well officered service.

The "Columbia" is commanded by Captain James H. Sands, who was also of the class of 1860 at the Academy of which more than half of the commanding officers of our best warships were members. He made a reputation as a fighter before he had been a year in the service. During the attacks on Fort Fisher his gallantry won for him two recommendations for promotion from the Board of Admirals. He has been mentioned at other times since in connection with skirmishes in which he has taken part. Since the war he has been kept busy and he is highly respected and esteemed by all seamen of the navy.

Captain Theodore F. Jewell, who has recently been put in charge of the "Minneapolis," saw but little actual war service, but he has had important commands, including charge of the navy's torpedo station, and he is known to be a man of the stamp that leads in warfare. He certainly is an able officer. This completes our sketches of the commanding officers of the battleships, armored cruisers and monitors of the Atlantic Squadrons. There are many other distinguished officers commanding the smaller cruisers and the gunboats. Some of these are of the same rank and age as those mentioned. Prominent among them is Captain Colby M. Chester of the "Cincinnati." Captain Chester saw hard fighting under Farragut and was in the engagement that took place in Mobile Bay. Recently he represented the Navy Department at the Grant monument celebration and naval parade in the Hudson. Since then he has been the senior officer in command of one of our squadrons. All the commanders of the smaller ships are men who are ready and fully equipped to take charge of the great battleships.

Running down the list through the lieutenant commanders and lieutenants we find many officers who have done promising things. Being comparatively young their chances for glory have been fewer than those of the officers above commanders' rank. They are anxious for Spain to furnish them opportunities for glory.

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