

OLD SEA DAYS AND NEW AS SEEN THROUGH THE WATCHFUL EYES OF A MAIN-TOP MAN

WASHINGTON MAN, 81, TELLS OF FARRAGUT

Isaac Millner, of Museum Staff, Was Under Fire With Famous Admiral at Mobile—Has Collected Many Valuable Farragut Relics—Recently Added Log of U. S. Brig Spark.

By FRANCES A. BLANCHARD.

SOME unknown poet wrote once upon a time—
"Proudly do I touch my cap
Whene'er I meet today
A man who sailed with Farragut
Through fire in Mobile Bay."

Recently it was proven that this poet would find many congenial souls at the United States Museum in Washington, for a visitor there found the museum force celebrating the birthday of a popular associate, Isaac B. Millner, eighty-one years old, who was one of the crew on Farragut's famous flagship during the battle of Mobile bay, and now one of the oldest officials at the museum. For many years Mr. Millner has been connected with the department of paleontology, and was the oldest man to pass the civil service examinations twelve years ago.

Mr. Millner's birthday was particularly memorable because he was able to present to the Smithsonian Institution a century-old log of the brig Spark, the first ship on which Farragut served as commissioned officer at the age of eighteen years. The log has been added to the collection of Farragut relics in the case at the end of the main aisle of the Smithsonian Museum.

LOG IS ADDED EXHIBIT.

Its recovery came about in a singular way. In the city of Brooklyn one day about three years ago a passerby noticed a group of children playing with a curious volume which they were about to tear up. Rescuing it, he found it to be log of the United States brig Spark, and to have many of the days' entries signed with the name "D. G. Farragut." Remembering that his friend, Isaac Millner, of the museum, was interested in collecting Farragut relics, he forwarded the log to Mr. Millner, who presented it to the Navy Department. Photostat copies have been made for the Naval Library, and the original log is now on exhibition.

The ancient book brought back vivid memories of the famous admiral to Mr. Millner's mind, for he knew Farragut personally and held him in highest esteem.

"We always called him, 'The Old Man,'" says this octogenarian, "but we all loved him. The boys that were up to be court-martialed used to say that if they were innocent they would rather have Farragut try them than any other man in the fleet; but if they were guilty, they would rather have any other man."

One incident shows that it was in Farragut's nature that won this love.

"It was when the first one of our messmates died. It was from a gun-shot wound. His name was Hawkins, and his death made a great impression on us all. The doctor was going to perform a post-mortem on him, but the boys objected.

OBJECTED TO OPERATION.

"Finally Jim Ingersoll and three or four others went up before the mast."

"The officer of the deck asked what was the matter."

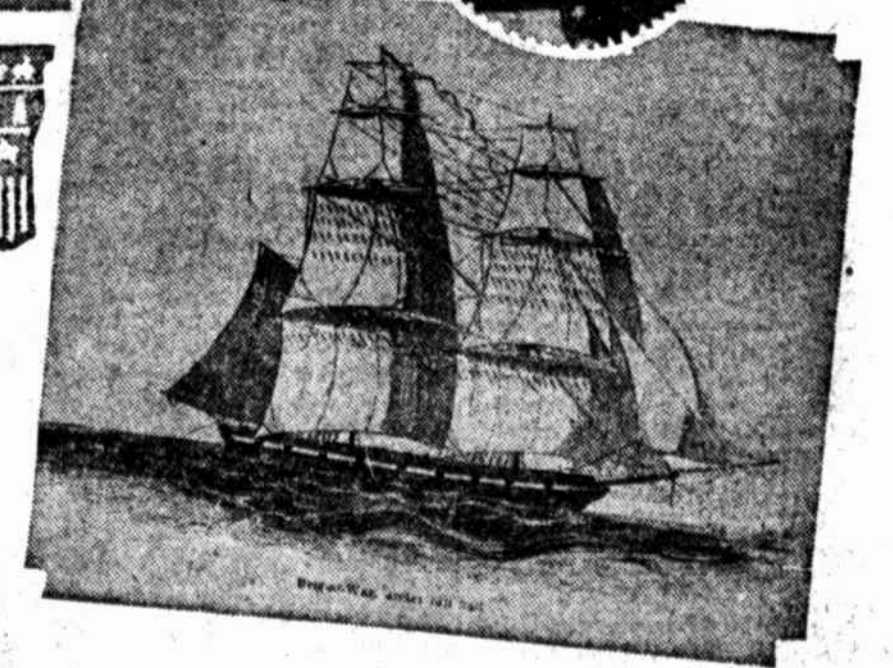
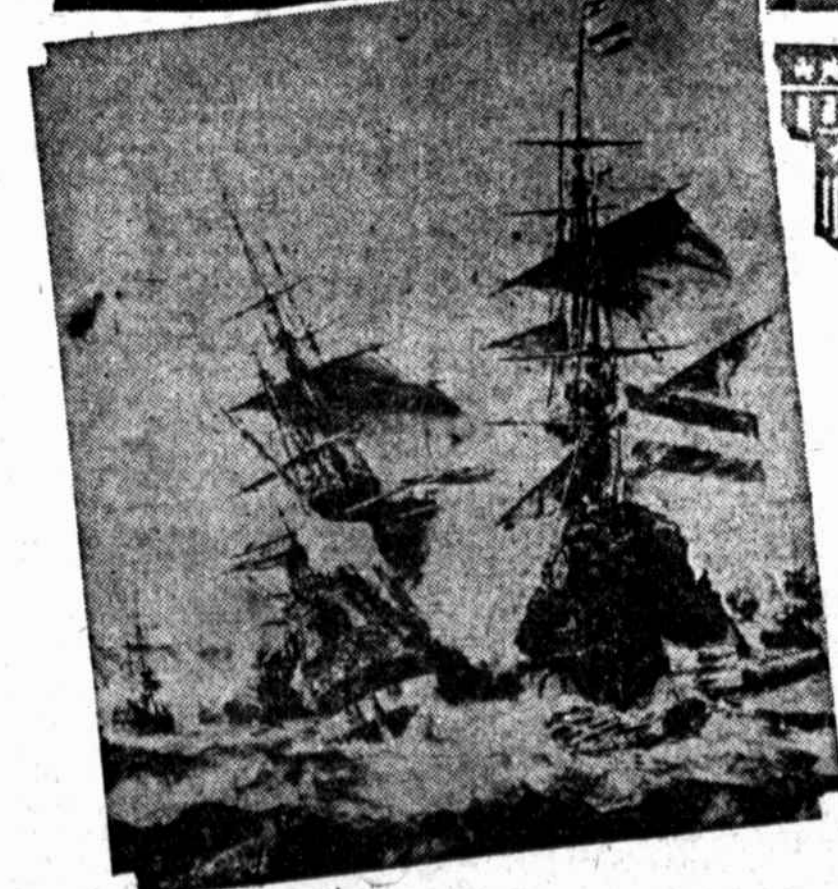
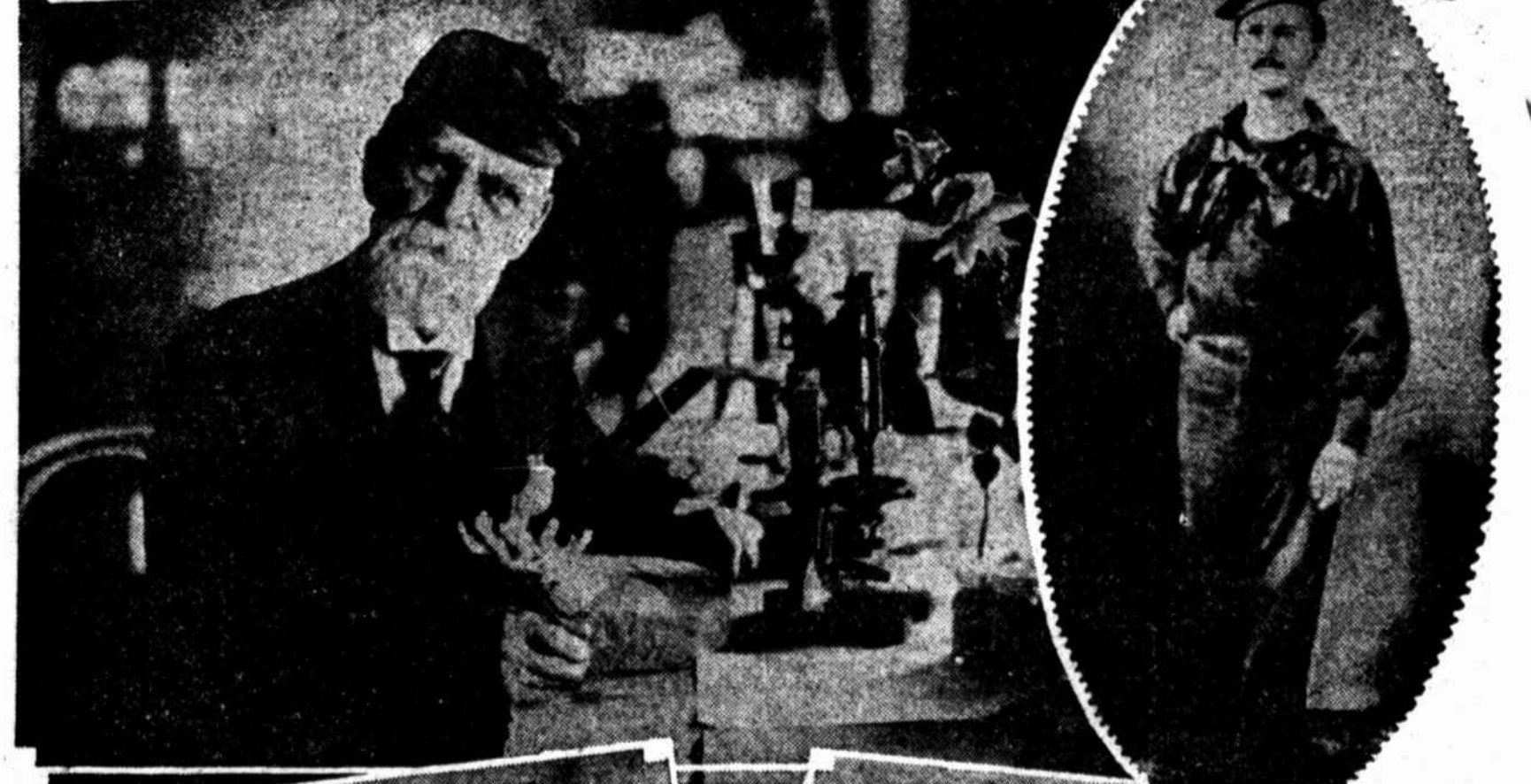
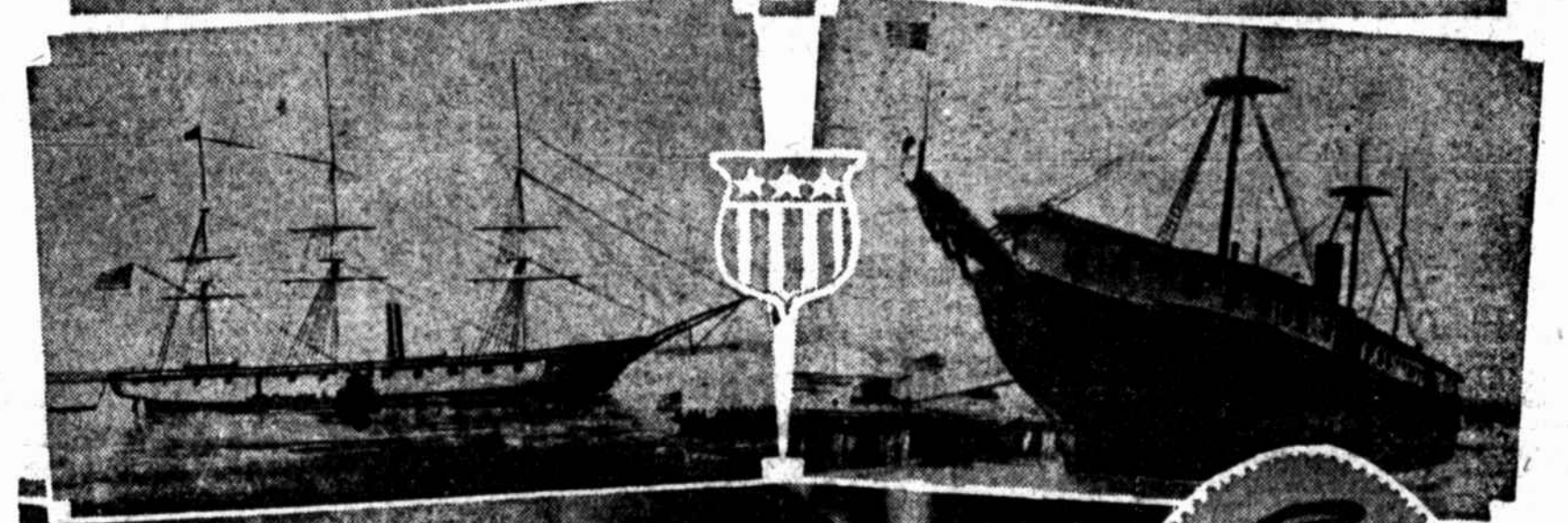
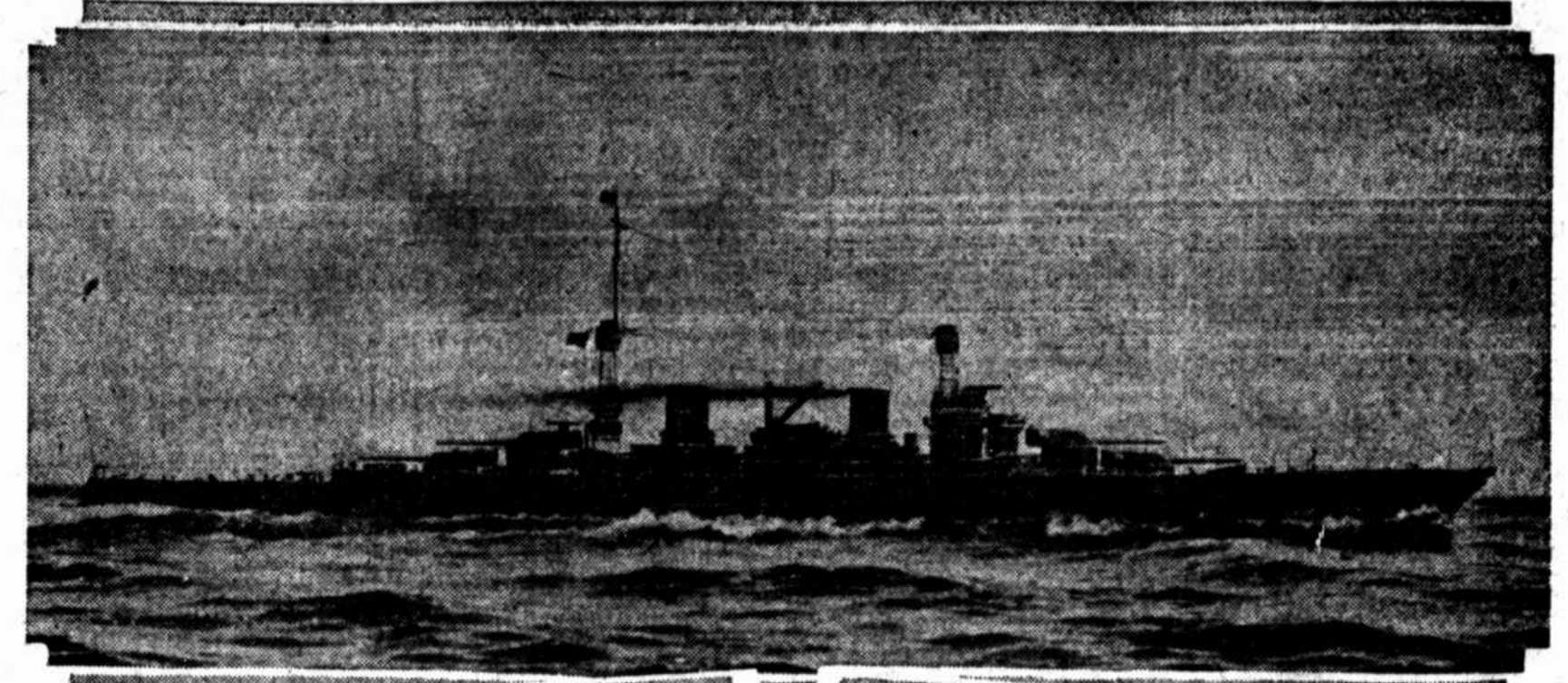
"Ingersoll said: 'We came up to see about Hawkins. The doctor's just gone down there and he's going to cut up Hawkins, and we aren't going to have him cut up.'"

"That settled it. When Farragut heard about it, he ordered a black walnut coffin made, covered with blue broadcloth. He had the body taken to Pensacola on his own barge. We raised \$600 and gave half of it to the widow and had the other half used for a monument."

Many of the boys on the Hartford were old, seasoned sailors who had become familiar with shot and shell in days past and who enjoyed boasting about what they had been through. They used to say every little while, "Oh, this is all right, of course, but you ought to have been on our last cruise," until the rest got tired of hearing it. The "last cruise" became a byword.

While the terrible battle of August 5 was going on, young chap

EXTREMES in the men-of-war of Uncle Sam's Navy. At the top is the U. S. battle cruiser Lexington, one of the super-ships that would be scrapped but for the fact that it is to be converted into an airplane carrier. Beneath it, the "Hartford," photographed recently and in 1864. Isaac B. Millner is shown at his desk in the National Museum and when he served with Farragut. The brig "Spark" of 100 years ago and next, Farragut's favorite picture, "The Battle of Texel."



containing 115 gallons of rum and a case of cheese.
To a sailor of the first half of the nineteenth century one entry bears sorrowful significance. It was while the fleet was in the "Harbour of Messina" that the log states, "At 9, called all hands on deck to witness the punishment of James Hickey and William Barbour with twelve lashes each."
"Nowadays an offender would be court-martialed and sentenced perhaps to thirty days' confinement and the loss of three months' pay. If the offense were 'absence without leave' he might possibly receive one hour of con-

finement for each minute of over-leave, but there would be no corporal punishment.
PUNISHMENT WAS CRUEL.
"Even the barbarous custom that prevailed in our navy of 'flogging a man around the fleet' was not so cruel as the 'keel-hauling' practiced in the Dutch navy, when a man was tied hand and foot, dropped over the ship into the water, and dragged under the keel the whole length of the vessel and brought up out to pieces," says Mr. Millner.
"As to work on board ship," he

'OLD MAN' OF MOBILE FAME GREAT CHIEF

Brutal Punishment Was Meted Sailors in Old Times, Before Despised "Floating Tea-Kettles" or Steam Vessels Became Established. Rhythmical Chanteys Remind of "Pinafore."

the Hartford has been on many a cruise to the South Sea Islands and has lived in Australia and in New Guinea.

He prizes a quotation from an English writer of 1855, who, in speaking of naval officers and ships, said:

"The British flag has been tarnished. The Americans have beat us on our own element. Men-of-war have made way for steam vessels, with a chimney for a mast, and a column of smoke for a pennant. Naval officers command them, with a thermometer for a speaking trumpet; the captain stands over the boiler and directs the paddles. The glory of the British navy evaporates in steam or is condensed in a bucket, and the safety of a gallant crew lies in a valve. Oh! that I should live to see the day when a British line of battle was led by the nose of a floating teakettle."

The Spark was no "floating teakettle." The old log states with explicit care how the sails were raised and lowered, as on a Sunday afternoon, when—

"At 2 in all standing sails. At 2:10 in Royals, bralled up Trysail & boarded the main Tack—At 2:30 tacked ship to Nd & Wd. From 4 to 6 fresh breezes. At 4:15 set the main Trysail, sent down Royal Yards & sent the light Sails out of the Tops. At 5:10 bralled up the Trysail & took in Top Gallant Sails. At 6 tacked ship to Ed & Wd—took one reef more in the Topsails."

ACCENTED SONGS AIDED.

Mr. Millner recalls many of the rhythmical chanteys with which the sailors of his day kept the time for the strong pull that raised the sails. They borrowed words and phrases from the cannibal islands which they visited, and he tells us that the accented beats of the songs showed when to pull.

One such song told of a sailor who was captured on the cannibal islands and sentenced to be eaten, but finally outwitted the chief. In jubilation he ended his story:

"The king, he made a chief of me. They called me Ra-ro-ki-kae. And we got as thick as thick could be. And every night drank strong bishes—Hong-tong, hocha-poeha. Hingri-shingri, socha-mocha. All in the Tonga Is—lands.
"My bride was fair, you may suppose. She had a feather through her nose. And she had rings on all her toes. When in the Tonga Is—lands. Hong-tong, hocha-poeha. Hingri-shingri, socha-mocha. All in the Tonga Is—lands."

Another of a different rhythm, but equally as enjoyable, runs: "We're three jelly sailor boys, Just come back from South America. And our hearts are tingling with the salt, salt waves. And the tumbling and the tossing of the sea. Oh, ma honey, with your pocket full Will you trip it, trip it, trip it On the quay, on the quay!"

"From the early days of the 'stuck and string' vessels to the modern 'floating machine shop' the fundamental idea back of the possession of a navy has been the establishment of peace and protection for property on the ocean," Mr. Millner reminds us.

FOUGHT PIRACY.

"One hundred years ago our navy under Bainbridge freed the world from the plunder and piracy of the Barbary powers. In 1823 Commodore John Downes, commanding the frigate Potomac, taught the Malays, who had a year previously taken possession of a pepper ship and murdered and tortured her crew at Qualla Battoo, that they must respect the United States flag. When he returned his report of the event to the Secretary of the Navy, the commodore was nearly court-martialed for declaring war on the savages."

In 1855, eighty-seven years ago, in the preface to his volume describing the circumnavigation of the globe by the U. S. Frigate, J. N. Reynolds wrote: "We have been a commercial people from the very germ of our existence; we must ever remain

so; and it is the dictate of common sense to protect this commerce. This can only be done by an effective navy."

Quite in keeping is the advice of Captain McNamee, director of naval intelligence, a man who served on the staff of Admiral Sims in London during the war and who was one of the naval advisers of the American delegation to the peace conference in Paris:

"If we expect a great merchant marine to carry our surplus products over the seas we must have an adequate navy to protect it. The two go hand in hand, as every nation has found by costly experience. Political economists tell us that war is but the ultimate form of economic competition. If we are to compete in the world's markets, let us see that our weakness does not tempt our competitors to paralyze our foreign trade."

"To one who has for sixty years of his fourscore span kept in touch with maritime events, the truth of these statements is established."

DISCUSSES PRESENT NAVY.

The Navy Department will tell you that the number of vessels of 500 tons and over registered on the first of March of the current year in the merchant marine was 3,668, with a gross tonnage of 13,351,174. Of these ships, 2,397 were registered for foreign trade, and the remainder, 1,271, for coasting trade. These include steam, gas and sailing craft flying the American flag.

"With a constantly growing population of the United States there must be a corresponding increase in the production and export of manufactured goods, as well as in the import of foods and raw materials. The natural sequence is an increase in ocean transport; and this, in turn, demands protection by an adequate navy just as increase in the population of a city requires increased police protection."

Under the present plan of 88,000, the man power of our navy does not come up to the 5-5-3 ratio. The British navy will have approximately 104,000 men; the Japanese, 67,000. Our navy includes in its complement the men of the radio and air service, and regular navy men are used for supply ships, colliers, tankers and repair ships. In Great Britain there is a separate royal air force of over 40,000 men, which could be used to re-enforce the fleet in a naval campaign, while naval reserves and civilians operate shore radio stations and many auxiliaries and merchant ships are available to supply and repair the British fleet. The lowest estimate that the Navy Department considered sufficient to preserve the 5-5-3 ratio was 94,000. The number really necessary was 120,000.

NAVY CONTROLS RADIO.

"Today the American navy controls and operates our world radio communication," said Captain McNamee recently in an address. "It furnished the charts for our mariners. It controls and operates the radio compasses that guide our great commercial fleets into our ports in storm and fog. It is guiding, instructing and protecting the natives of Haiti, San Domingo and the Virgin Islands, where it has stamped out revolution and reduced the death rate to a figure equal to the best we can show in our home country. It has increased our trade in the Near East through the protection of our destroyers by over 1000 per cent. It has earned the highest commendation of Mr. Hoover by its spontaneous effort in all European relief work. It is protecting our missionaries; and our trade in the far reaches of the Yang-tze-Kiang. It is our standing guarantee of the integrity of the Western Hemisphere against the aggression of any foreign power."