

# THE HISTORY OF THE 12TH REGIMENT IS A LONG RECORD OF FAITHFUL PERFORMANCE OF DUTY.

## THE GALLANT TWELFTH.

MANY WELL KNOWN MEN HAVE HELD COMMISSIONS IN THE COMMAND.

What is now the 12th Regiment, N. G. N. Y., was originally the 11th Regiment, an organization of ten companies, called into existence by a general order dated June 21, 1847. The independent companies which were consolidated at that time were the "Light Guards," "City Musketeers," "Tompkins Blues," "City Blues," "Garde Lafayette," "Lafayette Fusiliers," "Independence Guard," "Baxter Blues," "Baxter Guards" and "New-York Riflemen."

The small militia force of the State of New-York was at that time divided into hundreds of regiments, and the independent companies which made up the new 11th Regiment were attached to the 10th, 12th, 24th, 25th, 26th and other regiments.

The first colonel of the regiment was Henry G. Stebbins. John Jacob Astor was lieutenant colonel, and the staff consisted of J. B. Stearns, adjutant; P. W. Coolidge, paymaster; T. C. Fields, quartermaster; A. Burdett, surgeon; J. Livingston, engineer, and J. T. Daly, chaplain. Colonel Astor was succeeded by Emanuel B. Hart. The designation of the new regiment was changed by a general order dated July 27, 1847, and since that time it has been the 12th, and its record is one of which every member is proud.

Colonel Stebbins was succeeded in 1855 by Colonel Richard French, who was in command for two years, and was succeeded by Colonel John S. Cocks. Daniel Butterfield was elected colonel in 1859.

In April, 1861, when the call for volunteers came from Washington, the 12th was the first militia organization to offer its services. In less than twenty-four hours after the news of the bombardment of Fort Sumter reached New-York the 12th offered its services to President Lincoln. It did not take long to get the regiment ready for active service, and on April 21 it went to the front with

### THE BOWLING ALLEY.



THE POOL ROOM.

nine companies and 650 raw recruits. On May 2 the 12th was mustered into the United States service by General McClellan for a term of three months, and Colonel Butterfield, who was its commanding officer, received the congratulations of many army officers on the fine appearance and soldierly bearing of the New-York citizen soldiers. It was a compliment to the regiment and to the city from which it came that the 12th was selected to fill the post of honor when the troops marched into Virginia. It crossed Long Bridge under the command of Colonel Butterfield on May 23 at the head of the Union columns, and was the first organization in the invading army to reach Roanoke Mills. The regiment remained at the front until June 2, when it was relieved by the 54th Regiment, Connecticut Volunteers, and returned to Washington, and was then transferred to the Shenandoah Valley, where it served with Patterson's corps. The march from Washington was begun on July 7. The command had been increased by the addition of many raw recruits, and Colonel Butterfield's command on leaving Washington was 1,623 officers and men. While the regiment was at Martinsburg, Ga., its colonel was selected to command the brigade composed of the 12th, 5th, 15th and 28th regiments.

The regimental historian says of the additional service: "The 12th was finally stationed at Bolivar Heights, Harper's Ferry. When it was decided to evacuate this post, General Banks again assigned the post of honor to the 12th Regiment, and Companies A, B, C and E crossed the Shenandoah River and took possession of the blockhouses erected by the rebels on Loudoun Heights. Here they remained as the protectors of the Union column until the passage of the Potomac by Banks had been successfully accomplished."

On July 23 the regiment was ordered to Knoxville, Md., and thence transferred to New-York on August 2, 1861, after being four months in the service of the United States.

The advance of the Confederate forces in 1862 caused another demand for troops, and the 12th was promptly accepted, and on May 27 the regiment, with nine companies, again entered the United States service for a term of three months. The one company which did not accompany the regiment was Company G, and this remained behind in Baltimore to receive orders to proceed to Fort McHenry. Only one company was allowed to remain in the city, and that was the 12th Regiment. When the term for which the regiment had enlisted had expired and all preparations had been made to return home, an emergency arose which gave the New-York men a good opportunity to show their metal. Lee's forces had advanced into Maryland, and additional troops were needed, especially at Harper's Ferry. General Wool called for volunteers, and the 12th Regiment promptly responded, and was the only New-York regiment to remain in the service beyond its time. The regiment was present at the surrender of Harper's Ferry, and its conduct called forth from General John E. Wool a letter of thanks for its patriotism and bravery, which letter now hangs in the armory. When the regiment returned to New-York it was received by the city authorities, and the Mayor thanked the men for their devotion to the cause of the Union. But in the field of the 12th Regiment was not yet over. In June, 1863, the regiment enlisted for the third time, and under the leadership of Colonel William G. Ward, went to Harrisburg by order of the authorities, seven hundred strong. The command did good service in the camp for several months. In the mean time the battle of Gettysburg had been fought and won, and the need for the great mass of State troops had become so diminished that the 12th was ordered back to New-York City for service against the unruly and Copperhead elements which threatened the city. It remained on duty for over a month after its return from the front, its companies being scattered along the Hudson River at points in the city when there was danger from the riotous element.

The regiment was on duty in the Orange riots in July, 1871; in the railroad riots in 1877, the switchmen's strike at Buffalo in 1882 and at Brooklyn in the motormen's strike in 1885. Colonel William G. Ward was succeeded by Colonel John Ward in 1867, and Lieutenant Colonel S. V. R. Cruger was elected colonel in December, 1877. Upon the retirement of Colonel Cruger in 1883, Lieutenant Colonel Joseph H. Jones was chosen colonel. He resigned in 1888, and was succeeded by General Thomas H. Barber, who, like Colonel Jones, had been graduated from the Military Academy at West Point. Colonel Barber accepted the appointment of Inspector General of the State, and had to resign his command of the regiment, but another West Point graduate was secured for the colonelcy in the person of Lieutenant Colonel Heman Dowd. He remained in command from 1889 to 1896, when he resigned, leaving behind an enviable reputation. In November, 1896, Lieutenant Colonel McCook Butt was elected colonel. When the war with Spain broke out the 12th Regiment offered its services, without conditions, for any duty deemed necessary by the War Department. The regiment was recruited to its full strength, and when it marched away on May 2 on its way to Camp Townsend, at Peekskill, it made a fine showing. On May 13 the regiment was mustered into the United States service, under the command of Colonel R. A. Leonard, who had been an officer in the regiment for many years. On the night of May 13, when the marching orders were received, the camp resounded with cheers and there was general rejoicing because the regiment would be allowed to go to the far front.

The 12th was sent to Camp Thomas, at Chickamauga, where it remained for three months. Then it was ordered to Lexington, Ky. From there it was sent to Fort Mifflin, Pa., and while at that point received orders to proceed to Matanzas,

Cuba, for garrison duty. The transport with the 12th on board anchored at Matanzas on New Year's Day, 1898, and the next day the men went into camp. Company D was assigned to duty as provost guard in Matanzas City, and acted in that capacity while the regiment remained in Cuba. The handsome armory of the regiment, at Columbus-ave., Sixty-first and Sixty-second sts., contains many souvenirs of the campaign in Cuba, and the members of the regiment are proud of the fact that the 12th was allowed to go into the country of the enemy, a privilege enjoyed by no other New-York National Guard regiment except the 1st. In the main hall of the armory is a hall which was presented to the regiment by General Betancourt. It formerly hung inside the fort at Matanzas, and when the general suggested the gift Major-General Colonel-Dyer, Corporal George Simons and Privates Rivers, Milward and Keenan went in a small yacht to the fort and brought back the trophy. Another reminder of the Cuban experience is the headquarters flag for the Province of Matanzas, which hangs in the colonel's quarters.

The regiment had poor and inadequate headquarters before its present home—which was built after plans by James E. Ware—was completed in 1888. For many years before that time the armory was over the market in Broadway, between Forty-fourth and Forty-fifth streets, and before that the regiment had rooms in Fourth-st., near Wooster-st. In the lofty hallway of the armory there are tablets to the memory of the men who fell in the various wars and one to General Butterfield. Here



ROOM OF THE BOARD OF OFFICERS.

### THE MISSOURI LAUNCHED.

SECRETARY LONG DEFENDS NAVAL EXPENDITURES—OCEAN POLICE POWER OF NATION.

Newport News, Va., Dec. 28.—The battleship Missouri was launched at the shipyards here

sending the Louisiana Purchase Exposition Company; Congressman Rixey, representing the House Committee on Naval Affairs; Senator Cockrell and a number of army and navy officers. Mrs. Roosevelt, wife of President Roosevelt, came up from Old Point on the United States dispatch boat Dolphin, with her guests, and viewed the launching from the steamer's deck.

When the big ship had glided off the ways



HEADQUARTERS OF COMPANY B.

to-day at 11:12 o'clock. Fully fifteen thousand persons, it is estimated, saw the big defender go overboard. The launching passed off without a hitch, and none prettier or more successful was ever accomplished here. Miss Marion Cockrell, daughter of Senator F. M. Cockrell, of Missouri, was sponsor for the ship, and she performed the duty assigned her with the traditional bottle of champagne, using a bottle of Missouri product for the purpose. The number of distinguished guests gathered around the sponsor on the platform was larger than ever seen here.

Among them were Secretary Long, Secretary Hitchcock, Rear Admiral Melville, U. S. N., Chief of the Bureau of Steam Engineering; Rear Admiral O'Neil, U. S. N., Chief of Ordnance; Judge Advocate General Lemly, U. S. N.; Lieutenant Governor J. A. Lee, of Missouri, acting for Governor Dockery; Governor Tyler of Virginia, Corwin H. Spencer, of St. Louis, repre-

sented the Louisiana Purchase Exposition Company; Congressman Rixey, representing the House Committee on Naval Affairs; Senator Cockrell and a number of army and navy officers.

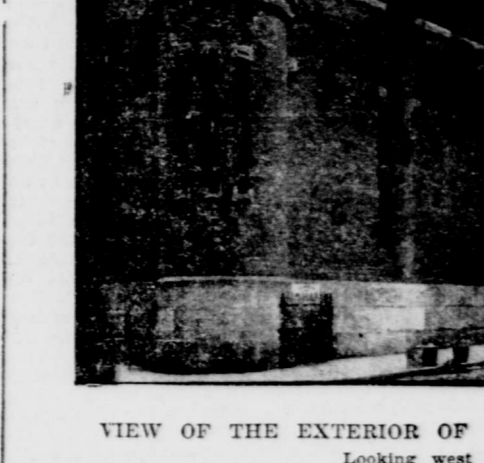
After inspecting the various departments of the plant, the guests repaired to the shipyard wharf, where they boarded the steamer Washington, going to Old Point. At the Chamberlin Hotel this afternoon the customary post-launching banquet was given, the guests mentioned above being on the programme as the principal speakers.

Secretary Long speaks. Secretary Long was received with great enthusiasm. In his speech he said:

I have been interested in the circular signed by many eminent citizens, my beloved friend E. E. Hale at the head, in which they regret the estimate of \$100,000,000 for the increase of the navy. The size of the navy, if there is to be a navy at all, is a question like the tariff of adjustment rather than of principle. Of course, it is rather a taking thing to say as a matter of theory, as this circular

says, that \$100,000,000 for the navy means a tax of \$6 on every family in the United States. And yet on the other hand, as a matter of practical fact, if that sum is spent there is probably not a family in the United States whose future income could be shown to be \$6 less, and there are a good many families whose income would be many times \$6 less if it were not spent. It is also rather a taking thing to say that \$100,000,000 could be better spent for education or charity. And yet on the other hand, \$100,000,000 spent in the employment of labor is the very best use to which it can be put.

The great question of the day, as to wealth, is its distribution. While few would say that the community should be taxed for the sole purpose of distributing the proceeds of taxation, yet it is some comfort to know of a tax which, when it is laid on the community, all returns again to it. If \$100,000,000 shall be appropriated for the navy by the present Congress, a small part will go for the purchase of raw material, and something for salaries, but the



VIEW OF THE EXTERIOR OF THE 12TH REGIMENT ARMORY. Looking west in Sixty-second-st.

great bulk of it for labor in every part of the Union. Somehow it just now happens that with larger revenues than we have ever had before in time of peace, and therefore with more direct and indirect taxation, there is more prosperity and more money in the pocket of the citizen than ever before. Students may speculate over the economic causes, but this is the "demerit" total.

TO KEEP BUSINESS GOOD.

Undoubtedly Uncle Sam ought to reduce taxation wherever he can. On the other hand, it is shrewd and wise to keep the tax on the necessities of life, and if, as a result, his income is large, he confers much more benefit by spending it than he would be doing by saving it. Whenever the interests of the country require he should reduce his receipts, but as they are now excessive, the great question seems to be how he shall get the proceeds back among the people. Another year he may not have so much money to spend. But if this year, having a surplus, he spends \$100,000,000 for the navy, let us remember that, while it is spent under that name, it is really spent, as I said before, in the employment of the people's labor and in the purchase of the material they have to sell, and the people get rather more out of it than the navy does, for they get it all back again.

Nor is it true, as suggested in the circular, that a great navy necessarily inflames the fighting spirit and leads to war. If my recollection serves me right, while Great Britain has had troubles in Egypt and Africa and elsewhere, she has had no conflict on sea for many years, and yet her navy has been twice as large as that of any other power. The recent increase of our navy did not induce the war with Spain, which, as things were, seems to have been inevitable. On the other hand, it is more than likely that if in the beginning of 1898 we had even as large a navy as we have now, certainly as large as one as now proposed, there would have been no war with Spain, and that country would have come to terms, as she was very near coming, without battle. At that time, however, it was the general impression among foreign powers, and probably in Spain, that her navy would blow us out of the water.

All the foregoing deals with questions of expediency, which are the only questions raised in the circular. But there is a question of principle, and that question, strangely enough, the circular does not touch. The signers, it seems to me, instead of raising the question of how big the navy should be, should have raised the question of whether

MISS MARION COCKRELL. Who named the battleship. (Copyright by Clinedinst, Washington, D. C.)

fighting machine. It means relations with those who are awake and living respect there for our country. It means recognition of the outreach of our civilization, commerce and influence. It means just what would be meant if a fine representative of New-York or Boston, carrying her prestige, exploiting her interests, were in every other city of the Union.

DESCRIPTION OF THE MISSOURI. MORE THAN HALF COMPLETED—FEATURES OF THE BATTLESHIP.

Washington, Dec. 28.—The Missouri is a sister ship of the Ohio and the Maine. Her contract price was \$2,885,000. Her keel was laid on February 7, 1890, and on the latest completion report she is set down as 81 per cent completed. The contract speed is eighteen knots an hour, so that she will rank next to the battleships of the Georgia class in regard to speed. Her complement will be 40 officers and 511 men. The hull is built of steel and is unsheathed. It is 388 feet long on the load water line, 72 feet 2½ inches extreme breadth, and at a mean draught of 23 feet 6 inches, displaces 12,320 tons. The hull is protected abreast of the boilers and engines by a side armor belt of from 7½ to 11 inches in thickness and by the casemate armor, 6 inches thick. In the casemate are placed ten of the 6-inch guns the vessel carries. Above this, on the upper deck, four 6-inch guns are placed. In the vicinity of which 6-inch armor is worked far enough forward and aft to afford protection to the crews of the guns.

Protection is afforded the vitals of the ship below the water line by a protective deck with armor from 2½ to 4 inches thick.

The main battery of the ship consists of four 12-inch rifles, placed in two balanced turrets, and sixteen 6-inch guns. The turrets are turned by electricity, and can revolve through 360 degrees in one minute.

Ten of the 6-inch guns are within the casemate, two others are on the berth deck forward in 6-inch armored sponsons, and four are on the upper deck. Those in the sponsons forward and two on the upper deck can fire directly ahead, and the other two on the upper deck directly astern, in addition to having a broadside fire. The secondary battery consists of six 3-inch guns, eight 5-pounders, six 1-pounders, two Colts and two 3-inch field guns.

A new feature introduced into the offensive power of this ship are two submerged torpedo tubes. While German designs have been equipped with these tubes for a number of years, the Missouri and her class are the first battleships of our navy to be supplied with them.

There are two military masts, fitted with the usual signal yards, tops and topmasts, one mast, as usual, being used for the forward coming tower. The Missouri carries fourteen boats, of which one is a 40-foot steam cutter and another a 35-foot Thornycroft type, plus a number of smaller boats. They are handled by four cranes, operated by steam, and each of which can lift the heaviest boat that it is to be used for.

Bligs keels to reduce rolling are fitted to the vessel, experiments in recent years in our own and foreign navies having demonstrated the great efficiency of these keels in preventing excessive rolling.

Hydraulic gear is used in steering the vessel, and can put the rudder from hard aport to hard starboard in twenty seconds when the vessel is moving at full speed.

Electricity is used for lighting the vessel and operating the turrets and hoists and for communicating between parts of the ship and for other minor purposes. Four powerful searchlights will give warning of the approach of hostile vessels. For night signaling the ship carries two sets of electric signaling apparatus.

The normal coal supply is one thousand tons, and the capacity of the bunkers is such as to afford considerable incidental protection to the machinery.

there shall be any navy at all. This I do not propose to argue as until the world moves much further toward the millennium it is hardly worth while to argue it.

In determining the question, What shall be the size of our Navy? there are a great many things to be considered, some of which I have referred to.

COMMERCE AND SEA POLICE FORCE.

For instance, our world relations have expanded vastly in the last three years in territorial extent, and vastly more in international extent. It has not been an extension upon the continent, but upon the ocean itself, and the islands of the sea in both hemispheres. Our commerce has greatly increased in volume and area, and our American marine is likely to follow suit, its on land, so on ocean, as you extend your commerce so you must expand your police force.

If there is to be a navy at all it should be commensurate with all these extended relations and demands. We are the richest nation of the world, with a larger income than any other. If, therefore, the size of our navy should correspond to our national and international size, and if we have the cash on hand, it would seem the simplest good business sense, the simplest good business care of our own interests, to increase the navy, and whether this shall cost \$20,000,000 or \$50,000,000 or \$100,000,000, it is not an extravagance to cut our garment according to our cloth, especially as last year there was no appropriation for such an increase. It is like the rich man grading his expenditures to his income, and thus making it serve the general welfare as well as his own. It is like having policemen enough, instead of having a number so limited that the roughs are tempted to riot. There certainly is a heap of comfort in feeling that if millions are now spent for the navy the money is in the till to spend. It is a case where the people can have their cake and eat it, too; they can have their ships, and they can have in their pockets the money paid for building them.

I will not pursue the topic further, but a United States naval vessel carrying our flag into the ports and harbors of the world is something more than a

### A CORNER IN THE COLONEL'S ROOM.



THE BATTLESHIP MISSOURI, LAUNCHED YESTERDAY. As she will look when completed.