

SAMPSON'S SQUADRON.

The Plucky Admiral, His Fleet and the Officers Who Fight With Him.

Admiral Sampson, now commanding the finest and most formidable naval armament ever controlled by an American naval officer, has arisen from a humble place in the social scale to his present exalted position. Like so many in all countries who have attained eminence notwithstanding the adverse circumstances attending their birth and their upward progress, Admiral Sampson owes nothing to those adventitious aids, wealth and social position, to which so many, even under our free institutions, owe their start in life and their subsequent advancement. His success has been due to merit, indomitable courage, perseverance and to the possession of those other qualities that command success.

Admiral Sampson was born in Palmyra, Wayne county, N. Y., Feb. 9, 1840. He is four months younger to the day than Commodore Winfield Scott Schley, who has been assigned to the other important naval command on the Atlantic coast, the flying squadron. Unlike Schley, the new commander in chief of the north Atlantic station does not come of distinguished naval lineage, nor, in fact, of a prominent family. He is the first of his line to attain distinction. George Sampson, his father, was a day laborer, and the early life of William, his son, was not the pleasant and easiest. Frequently he accompanied his father on the tramps from one farmhouse to another in Wayne county, helping to split and pile wood and do other hard work. In his spare moments he studied the few textbooks at his command and managed to attend the public schools in the county at intervals. Old Squire William H. Southwick of Palmyra liked young Sampson for his energy and ambition. The squire was a friend of E. B. Morgan, who represented in congress the district which includes Wayne county. Representative Morgan had the right to appoint a midshipman to the United States Naval academy, and when Squire Southwick

bridge, and as soon as the ironclad got within range a torrent of fire fell upon her. Despite the terrific onslaught, the little ship bravely steamed ahead. Confederate sharpshooters lined the hills and bullets swept over the deck like hail driven by a furious wind. Sampson ordered the marines and sailors below to hide behind the iron protection, while he alone remained on deck. All at once the firing ceased with ill boding suddenness. The next instant the ironclad went up into the air, split into fragments by an enormous torpedo. Along with the ship was blown Lieutenant Sampson, only to be thrown back into the water 100 feet away. Others struggled near him in the trough. More than 70 of his men had been torn to pieces. The castaways were picked up, and the next day Sampson was ready for duty, as serene and unconcerned as if he had not the day before emerged from the portals of certain death.

In 1866, while on the Colorado, Admiral Sampson received his commission as commander. From 1868 to 1871 he was at the Naval academy, and in 1872 and the following year was in Europe and elsewhere on the Congress. His first command was the Alert, to which he was assigned just after he attained the grade of commander in 1874. From 1876 to 1878 he was again at the Naval academy. Ten years later he became superintendent of the academy and served for four years.

A Naval Genius.

He is considered an authority on the subjects of armor, ordnance and torpedoes. With Lieutenant Joseph Strauss he designed the novel double turret system which has been adopted for the new battleships Kearsarge and Kentucky. Its purpose is to avoid the difficulty in the way of concentrating the fire of the heavy guns, which is a troubling problem on the Indiana. The superimposed or double story turret was designed to solve the question, and while it has not been tried as yet, it is

117 Clark street, not much more than a far cry from the Glen Lodge (N. J.) station on the Montclair branch of the Delaware, Lackawanna and Western railroad. The boys are exceedingly proud of their father, and both have long understood the nature and importance of his position quite as well as any one.

Mrs. Sampson's sympathy with her boys is as pronounced as the admiral's, and their regard for her is achivalous in the extreme. In turn she enters fully into their sports and devotes much time to the direction of their studies. In school the boys are known as among the brightest of all the pupils, and though not exactly of the goody-goody type their class standing is high. This they delight in as sincerely as they do in any of their sports, and their ambition is to stand as high at Annapolis by and by as their father did before them. To do this each must be the best in his class in all lines, since their father was a "four striper" at graduation, which means

disaster and as successor to Admiral Seward in command of the north Atlantic squadron is too recent to require more than incidental mention.

Sampson's Career in Brief.

A tabulated resume of the principal events in Admiral Sampson's private and public career will convey to the reader at a glance the various stages in his life up to the present:

1840—Born at Palmyra, N. Y.
1848—Scholar in the public schools.
1852—Splitting wood, raking hay and doing general chores to earn money for a higher education.
1857—Appointed to the Naval academy at Annapolis by Congressman E. B. Morgan of New York.
1860—Graduated from Annapolis with the rank of lieutenant and assigned to duty on the frigate Potomac.
1861—Promoted to master.
1862—Commissioned as Lieutenant July 16 and assigned to the practice ship John Adams.
1863—Instructor at the Naval academy.
1865—Assigned to the ironclad Patapsco of the south Atlantic blockading squadron; was executive officer of that vessel when she was blown up in Charleston harbor Jan. 24, 1865.



MORMON HILL FARMHOUSE, PALMYRA, N. Y., WHERE ADMIRAL SAMPSON WAS BORN.

1866—Commissioned lieutenant commander on the Colorado, flagship of the European squadron.
1867—Special service at Annapolis Naval academy for three years.
1872—Assigned to steamship Congress of the European squadron.
1874—Commissioned as commander and assigned to the Alert.
1875—Special service at the Naval academy, Annapolis.
1876—In command of steamship Swatara of the Asiatic squadron.
1882—Special service at the Naval observatory and member of the international prime meridian and time conference in 1884.
1886—Member of board on fortifications and defenses.
1887—Superintendent of Naval academy at Annapolis; delegate from United States to international maritime conference, Washington, in 1886; promoted to captain the same year.
1891—Made commander of the ironclad San Francisco.
1892—First commander of the battleship Iowa.
1897—Chief of the bureau of naval ordnance.
1898—President of board of inquiry of the Maine disaster and subsequently succeeded Admiral Seward in command of the north Atlantic squadron.

Admiral Sampson at Home.

To form an estimate of a man's real character and his personality those facts relating to his private life as an individual are invaluable and show the person as he is uninfluenced by official life and environment, which so often obscure the real self.

In his private as in his public character Admiral Sampson stands the test equally well, and in all those relationships attached to home life he has proved himself worthy not only of commendation, but of imitation as well.

Admiral Sampson has been twice married. His first wife, to whom he was married in 1862, was Margaret, a daughter of the late David S. Aldrich, one of the leading business men of Palmyra. The admiral has many relatives still living in the vicinity of Palmyra, and he visits his old home as often as possible. He owns the famous Mormon Hill farm, upon which is the hill where Joseph Smith dug, as he alleged, the golden plates from which the Book of Mormon was printed by the late Major Gilbert on an old hand printing press at present owned in Rose, Wayne county. George Sampson works this Mormon Hill farm for his brother. The old brick house on Johnson street, at the south end of Prospect hill, still stands, and it was there that the future admiral was born.

By his first marriage he had two daughters, one of whom is married to Lieutenant Roy C. Smith and the other to Ensign R. H. Jackson. It was Ensign Jackson who while a cadet serving at Annapolis led the Jackies to the tops during the terrible Samoan hurricane and formed with them what is known as "the human raft," which kept the ship from going on the fatal coral reef at the entrance to the harbor. For this gallant act young Jackson, who would otherwise have lost a commission through the lack of a vacancy, was retained in the service by a special act of congress.

His second wife was Miss Mary Burling, a preceptress in the Palmyra Classical Union school. The fruits of this marriage were four children, two boys and two girls, named respectively, Ralph Earle, Harold, Hannah (named after his mother) and Olive Farrington. Mrs. Sampson is a cultured, modest woman who devotes much of her time to the education of her children, which she supervises personally.

The Admiral's Bright Boys.

Ralph Sampson is 11 and his brother, Harold, is 8. They are now living with their mother and two sisters in a tastefully modest brown cottage at

that he was No. 1 in everything. He wore four stripes on his left sleeve all through the last year of his course in consequence. Ralph, the elder of the two boys, has a great head for figures and excels in everything mathematical. Admiral Sampson was 58 on Feb. 9 of this year, but he knows boy nature



CAPTAIN F. E. CHADWICK, NEW YORK.

well and sympathizes thoroughly with it, and the relations existing between himself and his sons are of the chummiest sort that can be imagined. Whenever he has shore leave, where they can get together, the veteran naval hero that is and his juvenile replicas that hope to keep the name in the service for many years to come are almost inseparable companions. And whenever his ship has been stationed within reach of the family the boys have been frequent visitors on its decks, where they have always made themselves pets with the men and favorites with the officers in spite of certain boyish tendencies to explore all sorts of forbidden nooks and corners and to find out things by asking questions that no one can answer.

In private life, like so many distinguished personages, he is noted for simplicity, candor and a total absence of affectation. His is not the greatness that awes those who come in contact with him, and though a thorough disciplinarian and rigorous in the execution of his commands there is nothing domineering or haughty in his manner.

SAMPSON'S STRONG FLEET.

Ships of the Squadron and Their Brave and Brainy Commanders.

The fleet under the command of Admiral Sampson comprises the New York (flagship), Captain F. E. Chadwick; Iowa, Captain R. D. Evans; Indiana, Captain H. C. Taylor; Montgomery, Commander G. A. Converse; Marblehead, Commander B. H. McCalla; Monitor Terror, Captain N. Ludlow; Monitor Puritan, Captain P. F. Harrington; Monitor Amphitrite, Captain C. J. Barclay; Cincinnati, Captain C. M. Chester; Helena, Commander W. T. Swinburne; Detroit, Commander J. H. Dayton; Nashville, Commander W. Maynard; Castine, Commander E. M. Berry, and half a dozen vessels of smaller dimensions. The torpedo flotilla is under the immediate command of Lieutenant Commander W. W. Kimball. The flotilla consists of the torpedo boats Foote, commanded by Lieutenant W. L. Rogers; the Cushing, by Lieutenant A. Gleaves; the Ericsson, by Lieutenant N. B. Usher; the Winslow, by Lieutenant J. B. Bernadotte; the Porter, by Lieutenant J. C. Fremont, son

of the "Pathfinder," and the Dupont, by Lieutenant G. S. Wood.

"Fighting Bob" and the Iowa.

The battleship Iowa, commanded by "Fighting Bob" Evans, is the most formidable battleship in the United States navy. Her displacement is 11,410 tons; she has a speed of 16 knots; her horsepower is 11,000, and she cost \$3,010,000. Her armament consists of four 12 inch guns, eight 8 inch guns, six 4 inch and 28 guns of smaller caliber.

Captain Evans was born in Virginia in 1846, and during his boyhood broke colts, shot rabbits and attended such country schools as the mountains of Virginia in those days afforded. Upon the death of his father in 1855 young Evans went to live with his uncle, Alexander H. Evans, in Washington. Here he attended Gonzaga college, a well known and excellent Catholic institution which has turned out many good men. In 1859 he was offered an appointment to the Naval academy by Mr. William Hooper, delegate in Congress from Utah. With \$200 and a navy revolver this young aspirant for naval honors started for Salt Lake City, which he reached after a hard passage and after he had been shot twice by Indians. In 1860 he joined his class at the Naval academy, Annapolis, and afterward, during the war, served as midshipman and ensign. He served on board the frigate Powhatan in the flying squadron under Admiral Lardner, and also in the east gulf under the same officer, afterward in the north Atlantic under Admiral Porter and Commodore Schenck. It was during this sea service that he participated in the desperate assault upon and capture of Fort Fisher. It will be remembered that a forlorn hope made up of volunteers from the fleet was sent against the up to that time impregnable works, and "Fighting Bob," yet a mere lad, was one of the volunteers. It was one of the most desperate and sanguinary assaults of the war. He was commissioned as lieutenant in 1866, and as lieutenant commander in 1868. Subsequently he held various commands until appointed to the Iowa. Captain Evans is a man of robust build, 55 years of age. His face is seamed by heavy lines. He walks with a limp, caused by a wound received in battle. He looks his age, every day of it, and he also looks the typical sea dog. He is the very man to follow—or lead. Cool, but still full of enthusiasm; hardy and stout, but alert in every fiber.

Captain Chadwick and the New York.

The armored cruiser New York (flagship of the fleet), commanded by Captain F. E. Chadwick, has a displacement of 8,200 tons, her speed is 21 knots an hour, and she cost \$3,000,000. She carries six 8 inch guns, twelve 4 inch and 16 guns of smaller caliber.

Captain French E. Chadwick was born in Virginia and appointed to the Naval academy from that state in 1861. He was attached to the steam sloop Susquehanna, Brazil squadron, 1865-6; the steam sloop Juniata, south Atlantic squadron, 1866-7. He has been attached to several other vessels since then until his appointment to the New York.

The battleship Indiana, commanded by Captain Henry C. Taylor, has a displacement of 10,288 tons, has a speed of 15.5 knots an hour, and cost \$3,020,000. She carries four 13 inch guns, eight 8 inch guns, four 6 inch and 30 guns of a smaller caliber. Her mammoth 13 inch guns are mounted in turrets, two forward and two aft.

Captain Taylor is a native of New York state and was appointed to the Naval academy in 1860. He was promoted ensign in 1863, and was attached to the steam sloop Richmond, west gulf blockading squadron, 1863-5, and participated in the battle of Mobile bay in 1864. He was promoted master in 1865; was attached to the steam sloop Powhatan, south Pacific squadron, 1865-7, and was commissioned as lieutenant in 1866. He was commissioned lieutenant commander in 1868; was attached to the frigate Sabine on a special cruise in 1869, and was employed on a surveying expedition 1870-1. He was attached to the Naval academy 1872-4; torpedo station 1875, and to the experimental battery, Annapolis, 1875-6.

1869 and was attached to the torpedo service in 1870-7.

Captain Ludlow and the Terror.

Double turret monitor Terror, Captain Nicoll Ludlow, is a modern coast defense vessel of 3,990 tons displacement, has a speed of 12 knots and cost \$3,178,046. Her four big 10 inch guns are carried two in each turret, and she has eight smaller guns. In action she can sink so that her upper deck is flush with the water, and her curved deck and revolving turrets are alone presented as a target.

Captain Ludlow was born in New York and attended the Naval academy 1859-63. He was promoted ensign in 1863 and was attached to the steam sloop Wachusett, Brazil squadron, 1863-5. He was promoted master in 1866, lieutenant in 1867 and was commissioned as lieutenant commander in 1868. He was attached to the Naval academy 1870-2, the Monongahela 1872-5, the Brooklyn 1876, was on torpedo duty 1876-7, and the Trenton (flagship), European station, 1877-8.

The cruiser Detroit, Captain James H. Dayton, has a displacement of 2,089 tons, can steam 18.7 knots an hour, has 5,227 horsepower and cost \$612,500. She carries nine 5 inch rapid fire guns, six 6 pounders, two 1 pounders and one Gatling gun.

Captain Dayton was born in Indiana, entered the Naval academy in 1862 and graduated in 1865. He became ensign in 1868, master in 1866 and the same year was commissioned as lieutenant. He was attached to the Naval academy 1875-7.

Captain Harrington and the Puritan.

The monitor Puritan, Captain Purcell F. Harrington, is the most powerful fighting machine in Uncle Sam's navy. She is superior to others of her



SAMPSON AS A LIEUTENANT IN 1863.

class from the fact that her armament consists of no less than four 12 inch rifles, besides a number of smaller guns.

Captain Harrington is a native of Delaware and was appointed to the Naval academy from that state in 1861. He graduated in 1863, was promoted ensign in 1863, took part in the battle of Mobile bay in 1864 and in all the operation against the rebel defenses at the entrance of that bay. He was promoted master in 1866, lieutenant in 1867 and was commissioned a lieutenant commander in 1868. He was instructor of mathematics in the Naval academy 1868-70, was attached to the California Pacific fleet 1870-2, Naval academy 1873-6 and was on the Hartford, flagship, north American station, 1874-8.

The Marblehead, another member of Admiral Sampson's fleet, is commanded by Bowman H. McCalla. Captain McCalla, who is a Jerseyman, was appointed from that state to the Naval academy in 1861 and graduated in 1864. He was promoted master in 1866, lieutenant in 1868, was commissioned as lieutenant commander the same year and was attached to the Naval academy 1875-8.

In 1890, while in command of the U. S. S. Enterprise, Captain McCalla was the defendant in a naval court martial. The charge, which was partially sustained, was striking and cutting Seaman Walker with his sword, putting other men in irons and threatening to



TWO YOUNG SAMPSONS, RALPH AND HAROLD, AND THE ADMIRAL'S DOG.

kill Seaman Meyer. The sentence of the court was that he should be given a furlough for three years on half pay. The court martial recommended that even this sentence should be mitigated, but the secretary of the navy would not consent to this. There was, of course, the plea of great provocation to consider in awarding sentence, which otherwise would be much more severe. Many clamored at the time for his dismissal from the navy, which, had it taken place, would have deprived the naval service of a most capable officer.

The cruiser Montgomery, Captain George A. Converse, is an unprotected cruiser of 2,080 tons displacement and cost \$612,500. She can attain a speed of 19.5 knots an hour, carries nine 5 inch rapid fire guns and ten smaller guns.

Captain Converse was born in Vermont and was appointed an acting midshipman at the Naval academy in 1861 and graduated in 1865. He served on the steam sloop Canandaigua, European squadron, 1865-9, was promoted ensign in 1866, master in 1868, lieutenant in



ADMIRAL WILLIAM T. SAMPSON.

heard this, he exerted himself in young Sampson's behalf.

He Enters the Navy.

This was in 1857, and Sampson went to Annapolis in September of that year and donned the natty uniform of a midshipman. Four years later, less than a year before the beginning of the civil war, he was graduated at the head of the class. The opening of hostilities found him on the frigate Potomac, with the rank of master. Captain Sampson was too young a man to get a command during the war, but he conducted himself in a manner that won him promotion as a lieutenant in July, 1862, and while holding that commission he served on the practice ship John Adams at the Naval academy, on the ironclad Patapsco of the south Atlantic blockading squadron and on the steam frigate Colorado, the flagship of the European squadron.

Admiral Sampson, then a lieutenant, was the executive officer on the ironclad Patapsco on Jan. 16, 1865. His boat was a part of the blockading fleet before Charleston. The rebels knew that sooner or later the boats of the Union fleet which were doing blockade duty would seek to enter the harbor and compel the surrender of the city or reduce it, and for days they spent all their time laying submarine mines and torpedoes preparatory to giving the Union boats a reception that they would not forget. On the morning of the 16th the admiral of the fleet decided that the time was ripe to get into the harbor. Of course he expected that the place was full of mines and torpedoes, and he had to get rid of them in some way. He selected the Patapsco to do the work. She was ordered to enter the harbor and search for the hidden enemies and to pick them up or destroy them when she found them.

Blown Up With His Ship. Lieutenant Sampson was on the



CAPTAIN R. D. EVANS, IOWA.

guns in action. He knows more about modern rifled ordnance than most naval officers, as he was inspector of ordnance at the Washington navy yard for three years. He helped in the installment of the present fine gun factory there, and from 1893 to 1897 he was chief of the bureau of naval ordnance.

His being appointed president of the board of inquiry regarding the Maine