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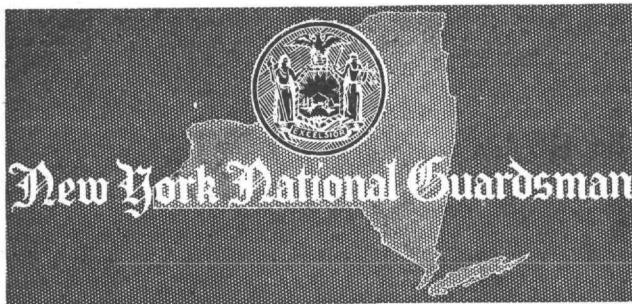
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MARCH 1938

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The names of all characters that are used in short stories, serials and semi-fiction articles that deal with types are fictitious. Use of a name which is the same as that of any living person is accidental.

THE NEW YORK NATIONAL GUARDSMAN is published monthly by the State of New York at 80 Centre Street, New York City, N. Y. Printed in New York City, N. Y. The only publication authorized by the National Guard of the State of New York. Lt. Col. H. E. Suavet, Editor; Lt. Col. E. Bowditch, Associate Editor; Lt. Col. W. J. Mangine, Advertising Manager; Major E. C. Dreher, New York City, Advertising Manager.

Single copy, 10 cents. Subscription price in the United States \$1.00; Canada, \$1.50; foreign, \$2.00 a year. Subscriptions payable in advance. Advertising rates on request. Listed in Standard Rate and Data Service.

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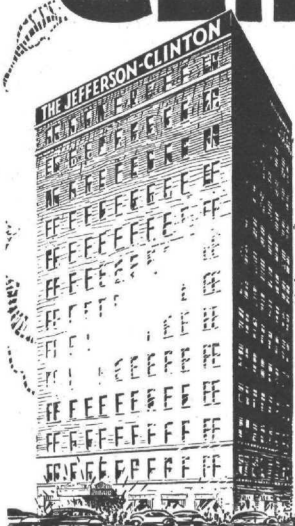
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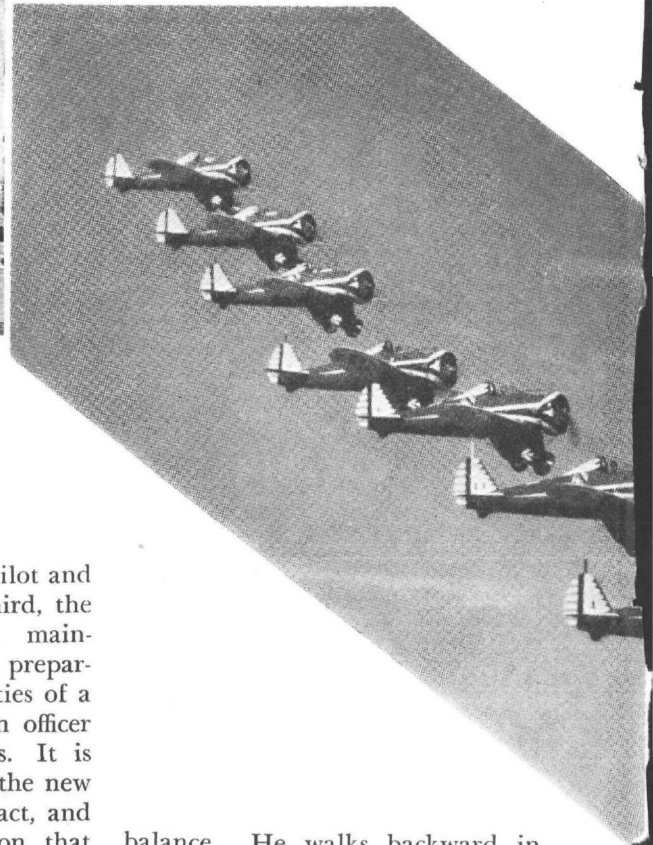
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■ EDITOR'S NOTE: The War Department is conducting an educational campaign with a view to interesting members of the National Guard in the opportunities for qualified young men to secure training as Flying Cadets and in order to further this objective and also because of its general interest, the subject is presented here in the form of extracts from an Air Corps publication "Cadet Life at Randolph and Kelly Fields."

*The photographs used are official U. S. Army Air Corps photos.*

AN aviation enthusiast could write or say a great deal about "The West Point of the Air" at Randolph Field, near San Antonio, Texas—could quote statistics, bare facts, and emphasize details to his heart's content. But even a modern psychologist might be at a loss to describe aptly the feeling an applicant experiences when he is notified by the Chief of the Air Corps to proceed to the Air Corps Primary Flying School at Randolph Field for training. The youth sees himself standing upon the threshold of the newest branch of a most ancient profession—sees himself following in the footsteps of Rickenbacker, Lindbergh, Hegenberger, Lowell Smith, Orvil A. Anderson, and those many others who have brought honor and fame to the Army Air Corps. Well may he feel proud to be chosen as a Flying Cadet!

His training at Randolph Field is conducted under three separate, coordinated, departments, each equally important. Two of them, the Academic and Flying Departments, cover the subjects essential

for becoming an airplane pilot and a military aviator. The third, the Military Department, is maintained for the purpose of preparing the student for the duties of a Regular Army officer or an officer of the Organized Reserves. It is with this department that the new student first comes in contact, and it is under this supervision that his "home life" is conducted throughout his course.

Some time during the first week the new Flying Cadet is taken to the Post Hospital, where his fitness for flying instruction is rechecked. To pass this examination he need not be a superman, but he must be normal in every respect. Doctors listen to his heart and take his pulse and blood pressure—both before and after exercise. Other doctors peer into his ears, down his throat, and up his nose. He squints through prisms, reads charts, and focuses on a pinhead. He must pick out figures from elaborately colored designs to show that he isn't color-blind. Stripped, he stands on one foot with his eyes closed to show

balance. He walks backward in circles, also with his eyes shut. In short, he is required to do almost everything but stand on his hands and wiggle his ears, but when passed as satisfactory he can rest assured that he is physically normal and better than average.

At the end of the two-week preliminary period, flying training starts and the pressure relaxes. The military training continues, but in easier doses. Underclassmen are organized along with upper-classmen into the Flying Cadet Battalion, a two-company organization, with officers selected from the upper class. Under-classmen drop the "New" part of their title and become simply Flying Cadets.

Before breakfast at 6:35 a.m. the Flying Cadet has taken part in



# Flying Cadets!

mass calisthenics, completed his toilet, and cleaned his room for Police Inspection. After breakfast, he has until 7:40 a.m. to finish putting his room in order and to prepare for his morning's work. The entire morning is taken up by flying and ground instruction. After lunch, he goes to ground school until 3:00 p.m. Four afternoons a week he participates in drills or athletics from 3:15 to

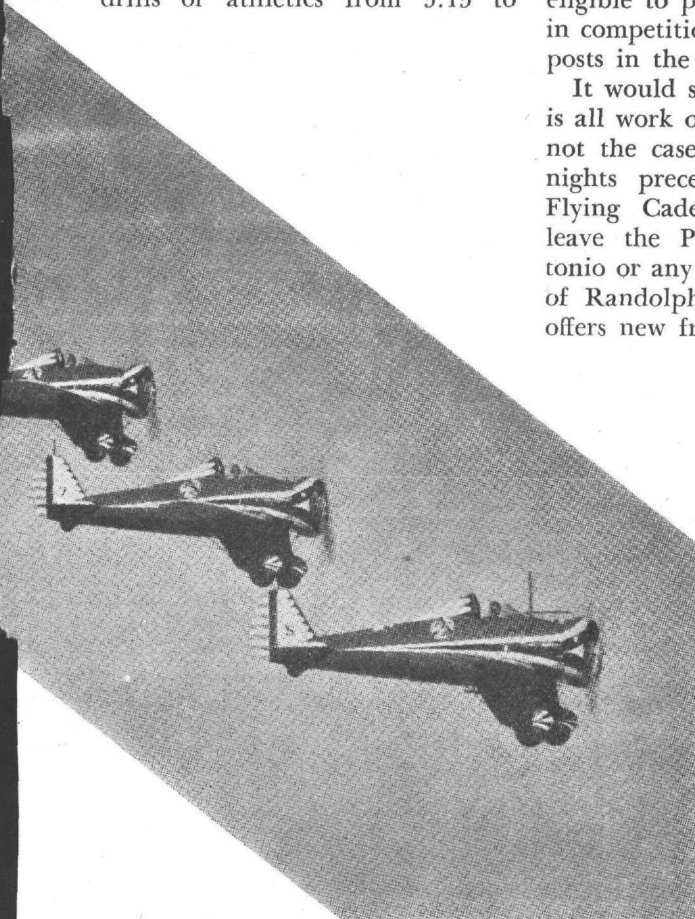
they are back in their rooms by 9:00 p.m. Taps sound at 9:30 p.m.

Twice a week Flying Cadets participate in intramural athletics. They have a choice of swimming, playground ball, volley ball, bowling, squash and handball. In addition, the Flying Cadet Detachment enters teams in the Randolph Field baseball and basketball leagues, and Flying Cadets are eligible to play on the Post teams in competition against other Army posts in the district.

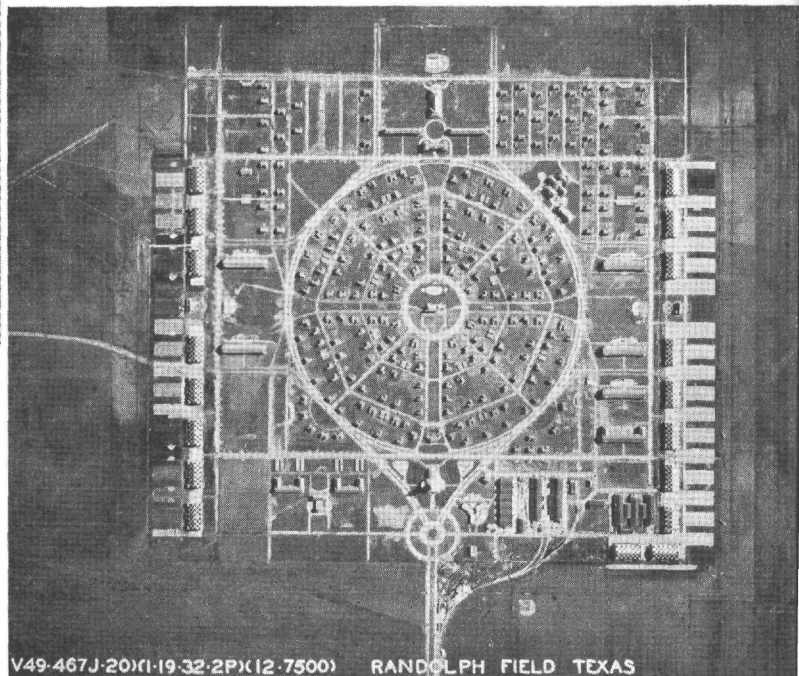
It would seem that the life here is all work or exercise, but such is not the case. On week ends and nights preceding nonflying days, Flying Cadets are permitted to leave the Post to visit San Antonio or any point within 50 miles of Randolph Field. San Antonio offers new friends, relaxation, and

amusement. Near their living quarters, Flying Cadets have a private swimming pool where they may bring guests. There are occasional dances for them in San Antonio and on the Post. And there are recreation or club rooms for each class where its members may gather to tell each other just what happened on the flying line that morning. It is here that their friendships ripen and they grow to understand one another. No longer are they poor farm boy or rich man's son, but bosom friends who are going through their greatest experience together.

Nor is the spiritual or moral side of the student's character neglected. Randolph Field has one of the most beautiful chapels in the Army, and every Sunday both Protestant and Catholic services are conducted. Attendance is not compulsory but is encouraged. The Post Chaplain, a selected man of great understanding, is available at all times to offer counsel and guidance to those desiring his assistance.



4:15 p.m. Supper formation is at 5:45. From 7:00 until 9:00 p.m., he must remain in his room to study for the next day's ground school. The only exceptions are upperclassmen who are proficient in all of their studies, and they may attend the Randolph Field Theatre — an excellent air-conditioned sound palace — provided



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The ground instruction requisite to proper training of a pilot is generally overlooked when the subject of aviation is considered, but is equally important as the actual flying. At Randolph Field, this department offers unusual educational opportunities in subjects of an academic nature, which are of fundamental and general interest to the aviation world at large, and a knowledge of which is considered necessary for the successful commissioned military pilot.

The course of instruction consists of lectures, lecture demonstrations, laboratory, and recitations. The lecture courses are presented by competent Commissioned Air Corps personnel of the Regular Army who have a background of intensive preparation and experience in their respective subjects. The officer instructors are assisted in the laboratory and lecture demonstrations by capable enlisted men who have been very carefully selected for the specific abilities required for this detail. The instructors exercise the greatest care in the preparation and presentation of this necessary educational information.

On the "line" the student is taught HOW to fly an airplane—on the ground an effort is made to teach him WHY the airplane flies. To this end a course in aerodynamics or "Theory of Flight", as it is called, is offered. Here the separate parts—the wings, the propeller, etc.—of the airplane are studied with regard to their adaptability on various types of airplanes, and near the end of the course these parts are assembled into the complete airplane. Higher mathematics are avoided and subject matter is presented in as interesting a manner as possible, with model airplanes used for demonstrations. At the end of the course the autogiro and other modern developments are discussed briefly in several lectures, bringing the history of aviation up to date.

In order to stimulate the student's interest in structure and de-

sign, to give him a balanced picture of all types of heavier-than-air craft, and to familiarize him with the types which he will soon be using, a series of lectures on "Airplanes" is given.

At the conclusion of these lectures, a practical course in rigging and structures is given in the hangar. Here the student will see and study the ribs, stabilizing devices, and the many structural details of an airplane.

Being by this time somewhat familiar with the airplane itself, it is essential that the student should know something of the power plant. The history of the development of aviation parallels very closely the development of the internal combustion engine. One of the chief problems confronting all designers, from the time of the Wright brothers to the present, has been the attainment of an engine of sufficient power to give the desired performance consistent with the light weight and reliability essential to an airplane.

The course in airplane engines as taught in the Air Corps Primary Flying School is divided into two parts. The first takes up the

theory of the cycles of operation, principles of carburetion and ignition, and fuel and lubrication requirements. The second phase is an application of these principles to Air Corps equipment which culminates in a trouble shooting course on the different types of engines on the test blocks.

The air corps Primary Flying School devotes 12 hours to the study of maps. Taking up the study of projections as a basis, the course advances through the problems of map making, the study of conventional signs, and marginal information on the special types of maps used for each type of Air Corps mission.

Having a map and knowing how to use it, the next step is to learn how to fly the course the student has plotted on his map. Air Navigation methods have progressed as rapidly in the last few years as has the development of aircraft. From the crude methods of the Barnstormer, who followed the railroads from town to town, to the highly technical ones of the present day is a long step in the history of Air Navigation.

The course in this subject in the



■  
A STAGE HANGAR  
LINE—RANDOLPH  
FIELD —

*The ships on the  
line represent  
one Squadron—  
66 ships.*



155A-4671-20H-72632-3-13PACADET BARRACKS, BLDG. 243, RANDOLPH FIELD, TEXAS.

ground school is so designed as fully to equip the student for all cross-country work he will have in the Flying Department, and later with the Tactical Organizations. Briefly, the course comprises: Serial maps, magnetic compasses, radio aids to navigation, calculation for wind corrections, radius of action problems, interception problems, flying, navigation instruments, and methods of Air Navigation.

So far as ground training is concerned, the Flying Cadet can now fly cross-country—in good weather. But is the weather good? All readers of newspapers know what bad weather has, on occasion, done to flying. In order to teach the embryo aviator something about the weather, a course in "Meteorology" is offered. Here an effort is made to stress four phases of interest to the pilot.

The Department of Ground Training has now made a pilot out of the student—theoretically, at least. But he is not yet a "military pilot". To be a "military pilot" he must know something about the weapons he must use—his "armament". Instruction in machine guns is therefore a necessary part of the curriculum at the Air Corps Primary Flying School—additional instruction is given at the Air Corps Primary Flying School. The military pilot who knows nothing about machine guns is seriously handicapped. In other branches of the army, a

squad of men handles one gun, whereas one pilot in the Air Corps may have to operate two or more guns at one time.

Another subject peculiar, these days, to the word "military" in the title "military pilot" is the "Radio Code". Those who have listened on their short wave receivers to commercial pilots communicating with their ground stations by radio telephone might wonder why radio code is still considered an essential part of a military pilot's knowledge. Lack of secrecy, interference with other services, and susceptibility to international interference are all disadvantages of the radio telephone. For these reasons, radio code is considered to be the primary means of transmitting radio messages, except over short distances, such as between airplanes in the same formation.

The flying training at Randolph Field is divided into two phases: Primary and Basic. Primary training is conducted on one side of

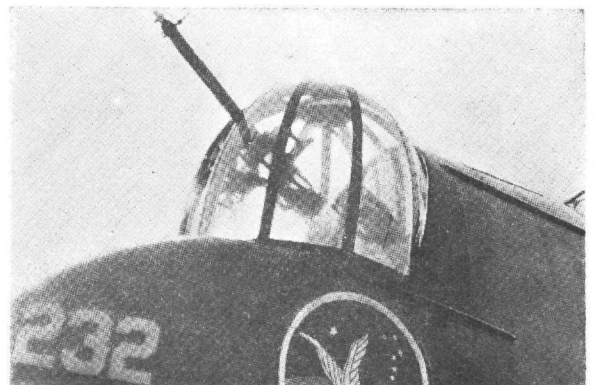
the airdrome and Basic, on the other. In addition to the main flying field, there are six large auxiliary fields in the vicinity, where student pilots practice various maneuvers incidental to their training.

Primary flying, as the name denotes, is for the beginner. It is not necessary, nor is it detrimental, that a student should have had previous flying experience. He is assigned to an expert flying instructor, who has been chosen not only for his flying technique, but for his ability to impart flying instruction to students. These instructors, through years of training and experience, are quickly able to place the student totally at ease in order that he may devote his entire time to the problem at hand—FLYING.

The successful completion of the primary phase of flying is cause for rejoicing. No longer is the candidate an embryonic flier. He now goes to Basic Stage, where the training ship approximates the service aircraft, both in design and performance. The student now enters a wider flying sphere than the vicinity of Randolph Field. After perfecting all the maneuvers taught on Primary Stage, in his new airplane, he starts formation flying, strange field landings, night flying, and cross-country flying—both day and night—that cover a territory embracing approximately 360,000 square miles. The days, weeks, and months of training may have seemed long and tedious, but the first cross-country flight is

(Continued on page 14)

■  
AERIAL  
MACHINE  
GUNNER





# Sons of Orion

by Herbert E. Smith

COMPANY L of the 107th Infantry, far to the front in the 27th Division's drive against the German lines near Lake Dickebusch, Belgium, was in a perilous spot that August afternoon in 1918.

Isolated from the other advanced units of the 107th, its plight became worse when enemy shellfire ripped to shreds a few precious strands of telephone wire along which it had been maintaining communication with the Battalion Post of Command at its direct rear. Now the last wire went out under the terrific fire of the German H.E.'s, and L Company was cut off from all communication.

This could not have come at a worse time. For just at that moment an important message was about to be sent to the Major.

It was imperative that the message go back to the battalion headquarters. With all signal communications cut off by the box barrage of artillery fire which encompassed L Company in that isolated position, there was only one way in which that message could be sent—by man power. A doughboy would have to attempt to carry it through that shell-swept area to the Command Post hundreds of yards in the rear. Volunteers were called for to make the run through the shell and machine gun fire.

Of the many who jumped at the call for volunteers, one man was chosen, Private 1st class Wilbur Cathcart, hailing from Elmhurst, Long Island.

Like the heroic Rowan who carried "the message to Garcia," Private Cathcart delivered his important word from L Company. His mission completed, the Long Island soldier might in all propriety have remained back there in the comparative safety of the

battalion P.C. But he was made of finer stuff. The way he saw it, he belonged "up there with his outfit." So, under the same fires, he voluntarily worked his way forward and rejoined his comrades of L Company at the outpost position.

\* \* \* \* \*

Another New Yorker who apparently did not know the meaning of fear was Corporal Chester M. Cellar, a Rochester man serving in Company A of the 108th Infantry. On the morning of September 29, Cellar led his automatic-rifle squad forward in a dash against the enemy "pill-box" east of Ronssoy, France. The German machine-gunners opened up with blasts of direct, point-blank fire on the charging Yanks. Every man of the squad was hit, some fatally, and Cellar was left alone able to operate his auto-rifle.

The plucky Upstater dug in, and from the insecure shelter of a shallow fox-hole, kept up a telling fire upon the German machine-gun nest until reinforcements came up. He then joined them in the final rush upon the "pill-box" and helped to shoot it out of action.

\* \* \* \* \*

In the same action at Ronssoy in late September in which so many New York men distinguished themselves, a Mount Vernon soldier performed a brilliant military feat of outstanding personal heroism. He was Corporal Peter Collins, Jr., of Company D, 107th Infantry. When his assault platoon was checked at the enemy's barbed-wire just in front of a heavily-manned section of trench, Collins on his own initia-

## CLIFF DWELLERS

Typical Billets  
52nd F.A. Bgde and  
102nd Ammunition Train  
in Verdun Sector.



U. S. Signal Corps Photo

tive led his Lewis-gun squad carefully around the enemy flank, under heavy hand grenade, rifle, and machine-gun fire, and attacked the sector from the left flank. Collins himself was the first man to leap into the German trench, inflicting heavy casualties with his gun and forcing many of the enemy to surrender. With this major obstacle to its forward progress out of the way, Company D was able to continue its advance to the ultimate capture of the objective set for it.

\* \* \* \* \*

The following day—September 30—Company C of the 105th Infantry found the going particularly hard in the assault against the strong German positions. Casualties became so heavy that the Company at last was forced to take cover as best it could under the heavy artillery and machine-gun fire. In front of the company, on the shell-swept terrain, lay many badly wounded men struck down by the raking fire.

New Yorkers never left their wounded lying helpless between the lines. Without waiting for orders, many C Company men immediately risked death themselves in order to dash forward, reach those wounded comrades and bring them back to our lines.

One such volunteer rescuer was Private Charles E. Gaynier of Rockaway Beach, Long Island. Gaynier alone rescued several of his comrades, under a most terrific fire.

\* \* \* \* \*

A Brooklynite, 1st Lieutenant Alfred J. Hook of the 106th Infantry, volunteered for and accomplished one of the hardest assignments in front-line combat action. This was in the early morning of September 29, east of Ronssoy, when he crawled over the parapet of the forward trench and in view of the enemy snipers and under their fire, laid the tape-line for the "jump-off" of the assault battalion. With utter disregard of his own safety, this gallant young officer calmly accomplished this dangerous mission, then as casually hopped back into the trench and at the "zero hour" led his assault platoon forward against the enemy lines, exhibiting throughout, in the words of the official War Department citation of the distinguished Service Cross award, ". . . great courage and gallantry."

A young officer must first study the purely technical means of using the various arms, then those that pertain to grand tactics, and finally he must learn the realities of war by reading the memoirs of the great generals and the histories of their campaigns. The historical part of war provides matter for infinite reflection. There one will profit by the examples of the great and the mistakes of the stupid.

—Bosroger.

MASTER  
SERGEANT  
THOMAS M.  
COSTELLO,  
Hqtrs. Bty.,  
52nd F.A.  
Bgade.



### SGT. COSTELLO HONORED

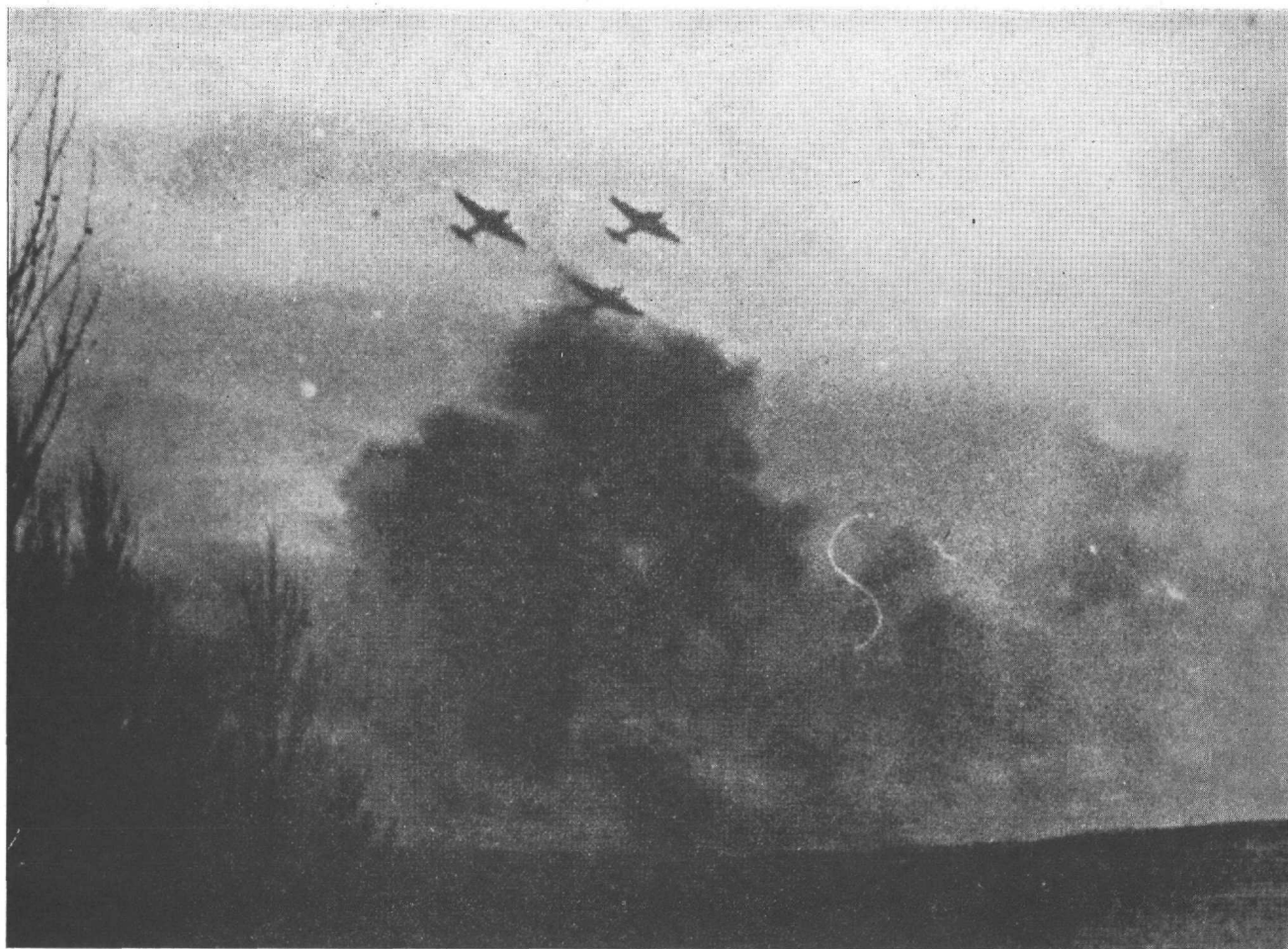
MASTER SERGEANT THOMAS M. COSTELLO was honored by the members and veterans of the Headquarters Battery, 52nd F.A. Brigade, in the Squad Room of the Armory at 171 Clermont Avenue, Brooklyn, New York, at a dinner given to celebrate his twenty-five years of service in the New York National Guard. Captain Charles E. Dunn, Commanding Officer of the Headquarters Battery, acted as toastmaster and read letters of congratulation from Major General George A. Wingate, the wartime organizer and commander of the 52nd F.A. Brigade; Brigadier General Wm. F. Schohl, present commander of the Brigade, and Colonel J. A. S. Mundy, Chief of Staff, 27th Division.

Officers of Gen. Schohl's staff spoke and were high in their praise of Sgt. Costello, some of the older officers relating amusing and interesting anecdotes pertaining to Sergeant Tom's service on the Border. Included among the guest officers who spoke were Major James H. McSweeney, commander of the 1st Bn., 105th F.A., and Major Ernest R. Ullrich, former Executive Officer of the Headquarters Staff, 52nd F.A. Brigade.

This was the first dinner which the newly organized Veterans Association attended and the numbers in which they attended was a fine tribute to this fine soldier. Former 1st Sergeants Henry Wallon, James A. McAvoy, James Coyle and former Corp. Jack Sweeney spoke for the veterans and were generous in their praise of their former comrade in arms.

Staff Sergeant James Walters, acting on behalf of the Headquarters Battery, presented a signet ring which had the Brigade crest engraved thereon to our honored guest.

At the conclusion of the addresses and dinner Sgt. James Caffrey took the floor as master of ceremonies and introduced the surprise of the evening when he called for the floor show.



"War Birds" dropping eggs in Spain.

(Wide World photo)

## Observations in Spain

by Edmond C. Fleming\*

**I**N trying to draw conclusions of a general character from a war which is rather special, one must be cautious, warns General Armengaud<sup>1</sup> in his article in the *Revue des Deux Mondes* (Paris) reviewing the lessons of the fighting in Spain. Yet, as he states, that country is being used "deliberately, intelligently and methodically" by several Powers "as a maneuver area with a real enemy and as a proving ground with live targets".

Thus a country like the U. S., which has refrained from participating in the operations, is under a handicap in posting itself on the latest in military science and in checking up through active service the theories and hypotheses that grow up during the academic years of peace.

From one source and another abroad I have gathered comments on the lessons we may perhaps learn

from that fratricidal war which is now well in its second year. In presenting some of these British, French, German and Italian views I must emphasize they are not official opinions, but the individual outlook of various commentators happily free of any trace of those political passions swirling in the vortex of the Spanish Civil War.

Already in former articles have I drawn attention to the two outstanding lessons of the armed strife between the Whites and the Reds, namely the demonstration of the effectiveness of modern anti-aircraft artillery with its accessory equipment and the vulnerability of a mechanized column that halts without the protection of a dominating air force.

They were lessons of prime importance dragged out of the Spanish obscurity into the light of these pages and projected into the forefront of our military topics.

<sup>1</sup> Former Inspector General of Defense Aviation in France.

\* Copyright 1937, Edmond C. Fleming.



In the following comments those same lessons recur with variations as the angle of view is altered, but there are other lessons too, some new and some old, all worthy of being passed in review and all pointing to the force of the old French adage "The more things change, the more they are the same"—or, as another line of thought prompts one to say, confirming the rightness of first principles.

With our national policy of a Navy second to none and of a Regular Army of very limited establishment, there is particular significance for us to read in the *Nazione Militare* (Rome) that the Spanish Civil War has again demonstrated "the importance of dominion at sea".

To this principle the modern touch is given by General Armengaud's remark that the White air forces have played a leading role in the combat against poorly protected ships of war<sup>2</sup> and in the maintenance of free communication in the narrow waters between White Spain and Morocco.

The point is also made in the Italian publication mentioned above that disembarkment operations have

<sup>2</sup> On the Red side, aviation must not be credited with the sinking of General Franco's battleship *Espana* at Santander on April 30, for that loss has since definitely been proved due to a mine.

shown the absolute necessity for an effective aerial cover and for the cooperation of air units (from ships or from shore bases) to combat the enemy aviation. From which operations this lesson is drawn is not, however, stated.

The same author, P. Pallotta, refers to the corollary subject of the close correlation that must be maintained between operations on land and water and in the air, an example of which was furnished in the smooth advance of the White forces in their drive along the Mediterranean coast.

*Bearing upon the hallucination of peaceful nations that they can spring to arms over-night is the Italian writer's assertion that once again has it been proven that offensive operations cannot be conducted with improvised troops, weakly bonded and inadequately trained.*

Or, as Louis Garros wrote in the *Revue de France* (Paris), a well-knit and disciplined army cannot be improvised, and WITHOUT STAFFS "ONE DOES NOT MANEUVER, ONE STUMBLES". The lack of staffs and particularly of a General Staff on both sides at the start of the war has been commented on also by Henry d'Estre in the *Revue Hebdomadaire* (Paris).

Such things are not in the experience of those who have been in contact with the daily routine of an



"On the Aragon Front."

(World Wide photo)



(World Wide photo)

Street in Madrid leading to the front lines.

efficient Regular Army, but they become very real in the emergency of sudden expansion to a National Army, and the sole reason for existence of our Organized Reserves, I may remind you, is to aid in parrying such calamities.

General Armengaud, in his study of what may be learnt from the Spanish War, indicated how quick thrusts were made at the start of the campaign, how the defense was rapidly reestablished and how it grew in power after the first weeks of fighting, even while aerial warfare was rapidly being extended.

The progress of armament favors the defense, says Louis Garros, and "neither tanks nor motorized units nor air forces are competent to bring about a prompt solution of conflicts; they are not capable, by themselves alone, of winning a war".

A like thought is expressed by Henry d'Estre in his statement that modern armament and progress in super-rapid fire machine guns are essentially favorable to the defensive, which is an easy role and within everybody's reach. The offensive, on the other hand, is becoming more difficult than ever, because, as the gist of his remarks seems to imply, it needs more and more brains.

Planes, tanks, armored and motorized weapons of all sorts will not settle in a few days the eventual conflicts of the future, as certain auguries seemed to forecast, is the way he sums up experience. The action of a motorized division or the intervention of aviation does not produce the quick and absolute effects that have been attributed to such forces. War is a "long work", he says.

Each new arm is capable of accomplishing local

destruction within certain limitations, chief of which is the absence of adequate enemy counteraction. But far from gaining the power to cause total destruction of the enemy resources, as the loudest proponents of the new arms asserted would be the result of development, the planes and tanks and armored cars and tractor drawn guns seem to be hindered by growing limitations.

#### BACK TO FIRST PRINCIPLES

Anti-aircraft artillery and anti-tank guns have been so improved that the erstwhile virtual immunity of planes and tanks against the normal weapons of troops has given place to a definite vulnerability within growing ranges. No vestige of intrinsic supremacy remains in the new weapons; only a conditioned superiority is left to them, and the conditions are rapidly becoming more circumscribed.

General Armengaud even notes that protection against ground arms seems more and more imperative for aviation because the anti-aircraft cannon have brought down a considerable number of planes and the small machine guns, within the limits of their zone of fire, practically prohibit the sky up to a medium altitude. When such a line of thought is developed by a former chief of the French defense air force it is notable.

Of tanks Pallotta states it is clear they must not be used alone, "without the cooperation of other arms".

Of lightly armored machines Garros asserts for all their speed they "have not held against the anti-tank guns".

Of the motorized division the same writer remarks it is very vulnerable, even when reenforced by tanks and "much more tied to the highway than has been generally thought."

What modern warfare in Spain has confirmed is not the dominance of the touted new weapons, but the *old principles of the liaison of arms*.

#### AVIATION OMNIPOTENCE SHATTERED

A writer in the French aviation magazine *L'Air* admits that modern planes widely believed to be irresistible have suffered decided losses from counteraction.

Ground counteraction against aviation, he states, has demonstrated mighty progress since the World War. It has been reckoned that early in the Spanish Civil War four out of five planes brought down by the Whites fell to the anti-aircraft guns.

In later months the proportion has decreased because the Red aviation has learnt to stay above the range of the ground guns. The net effect is the confinement of aviation to zones above 10,000 ft. altitude wherever AA guns are active. As a consequence, bombing loses on active service some of the improvement towards accuracy which peacetime tests had credited it with gaining during the last 20 years.

Garros illustrates the progress in AA batteries by

citing the count on 100 Red planes down by the Whites in the earlier phases of the war: of that number, 70 were brought down by AA fire.

While the observations in Spain have all tended to demonstrate the hokum of the omnipotence of aviation and of mechanized formations they have also shown the importance and power of the new weapons in cooperation with the older arms.

General Armengaud makes the broad statement that in the Basque fighting the planes proved their aptitude for anything in battle, when not hindered by a sufficient enemy air force or by the AA defense.

He points to the great opportunity which the Red aviation seized to intervene with complete success against the mechanized White attack at Guadalajara; it played a prominent role in the Red counterattack.

He notes also the massed actions of groups of a hundred or so planes repeating their operations several times a day and thus effectively influencing the course of the ground battle.

Pallotta concludes that the air forces have shown their importance in the most varied types of uses. According to him, the White Commander, General Franco, has often used aviation to compensate for his lack of artillery on the ground. This is practical evidence of the use of aviation as "vertical artillery", about which I commented in these pages.

(To Be Concluded)

#### PHILIP M. KAISER

"Pop, the Old Tintype Man," has taken his last picture. He has turned in his camera, and with careful hands has stacked in a corner his little folding camp stool and the cardboard figure of "Lena," with whom hundreds of Guardsmen at Camp Smith posed as they "watched the birdie." "Pop" died of a heart attack on Saturday, December 9th.

Philip M. Kaiser was "Pop's" real name. For twenty-five years, weather permitting, he stood with his tintype camera on the corner of Jackson and Grant Avenues, Jersey City, taking pictures, and joking and smiling, but every summer found him at Camp Smith, roaming the company streets with his camera on his shoulder and "Lena" under his arm. "Lena" was a life-size Coca Cola advertising cutout, and many a jest was made at her expense by Guardsmen and visitors who faced "Pop's" camera with an arm thrown affectionately around her.

"Pop" and his primitive camera and his "Lena" functioned to their best advantage when the sun was shining, and it is in connection with the sunny hours that Camp Smith will remember him.

## FIELD TRAINING DATES—1938

### Camp Smith, Peekskill, N. Y.

June 12 to June 26—102nd Engineers (C); 102nd Medical Regiment (less Vet. Co.).

June 26 to July 10—53rd Brigade Hq. & Hq. Co.; 10th Infantry; 105th Infantry.

July 10 to July 24—54th Brigade Hq. & Hq. Co.; 107th Infantry; 108th Infantry.

July 24 to August 7—14th Infantry; 165th Infantry.

August 7 to August 21—Hq. & Hq. Det., 27th Division; Special Troops, 27th Division (less 27th Tank Co. and 102nd Ord. Co.); 87th Brigade Hq. & Hq. Co.; 93rd Brigade Hq. & Hq. Co.; 52nd Field Artillery Brigade Hq. & Hq. Battery.

August 21 to September 4—71st Infantry; 174th Infantry.

September 4 to September 18—369th Infantry.

### Pine Camp, Great Bend, N. Y.

June 12 to June 26—101st Cavalry; 101st Signal Battalion.

June 19 to July 3—51st Cavalry Brigade Hq. & Hq. Troop; Veterinary Company, 102nd Medical Regiment.

June 26 to July 10—121st Cavalry.

July 10 to July 24—105th Field Artillery.

July 24 to August 7—156th Field Artillery.

August 7 to August 21—106th Field Artillery.

August 20 to September 3—27th Division Aviation.

August 21 to September 4—106th Infantry; 104th Field Artillery; 102nd Quartermaster Regiment.

September 1 to September 15—258th Field Artillery.

### Fort Ontario, N. Y.

June 26 to July 10—244th Coast Artillery.

July 3 to July 17—Brigade Hq. & Hq. Det., C.A.C.

July 10 to July 24—212th Coast Artillery.

### Fort Wright, N. Y.

June 18 to July 2—245th Coast Artillery.

### Fort Meade, Maryland

August 14 to August 28—27th Tank Company.

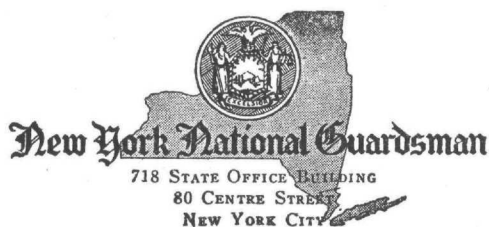
### Raritan Arsenal, N. J.

June 26 to July 10—102nd Ordnance Company.

## ANNOUNCEMENT

Colonel Edwin Winthrop Dayton, historian, late of the 22nd Regiment, N.G.S.N.Y., will speak on "The History of The National Guard," on Sunday afternoon, March thirteenth, at four o'clock at the Museum of the City of New York.





**"For the propagation of one policy and only one:  
'Better Guardsmanship and Better Citizenship!'"**

VOL. XIV, No. 12    NEW YORK CITY    MARCH, 1938

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### BOOTS! BOOTS! BOOTS!

WHILE Napoleon is frequently quoted as the authority for the statement that "an army marches on its belly" the fact that the feet come into the picture cannot be overlooked as is evidenced by the emphasis placed on the care of the feet and the proper fitting of socks and shoes by Army Regulations. And rightly so—anyone who has suffered the tortures of an ill-fitting pair of shoes or socks that are overlong or too short will vouch for this—and who hasn't?

A. R. 615-250 under "Monthly physical inspections" directs that these will include:

(1) An examination of the feet and footwear . . .

A. R. 40-205 under "Fitting of shoes and care of feet" states:

(a) Responsibility—With the object of increasing the marching efficiency of troops, company, troop, battery and detachment commanders will personally satisfy themselves that the men of their commands have been properly fitted with shoes and socks, and will be held responsible that the instructions herein contained as to care of feet are strictly followed: (the detailed instructions follow).

A. R. 850-125 is devoted entirely to the fitting of shoes and socks.

With Regulations thus stressing the importance of the subject, it seems strange that some plan has not been worked out to facilitate compliance by the National Guard.

Every National Guard Officer is thoroughly familiar with the situation which has assumed the proportions of a major problem and which needs no recounting here—the question is, what can be done about it.

Our equipment tables provide that each man shall

have two pairs of shoes but with the constant turnover the problem of having proper sizes on hand to equip each recruit is one which must tax the ingenuity of all concerned. Obviously, all sizes cannot constantly be kept on hand in the Regimental Supply Office—and in the case of separate units, the necessarily limited number of extra shoes carried on hand makes any variety of sizes impossible. It also makes impossible the issue of new shoes to each recruit and this is really the crux of the whole problem.

Various plans have been and are being tried in the different organizations but it would appear that in the final analysis, some plan of payment must be worked out which will make the shoes issued to a man his personal property, to be retained by him on leaving the service, so that every recruit will be issued new shoes.

The simplest plan would be the establishment of a clothing allowance of about \$10.00 for each enlisted man per three-year enlistment. Regulations could provide that this clothing allowance apply only to shoes and shirts and not involve any cash payment but simply the crediting of the account of the unit commander with this amount to enable him to drop the equivalent in shoes and shirts from his property account. A man serving less than one year could be required to pay for his shoes from his drill check.

With normal care such as is given his civilian shoes, the two pairs issued a man should certainly last through his three-year enlistment and as a matter of fact, they probably do. The supply of partly worn shoes comes from men who do not complete their enlistments but serve only a year or so and then leave with the result that the unit must of necessity re-issue these shoes since they are still serviceable.

In certain organizations of the Canadian non-permanent Militia (which corresponds to our National Guard) the men are required to furnish their own shoes—perhaps this would be a solution.

### TEN YEARS AGO THIS MONTH IN THE NEW YORK NATIONAL GUARDSMAN

MARCH, 1928

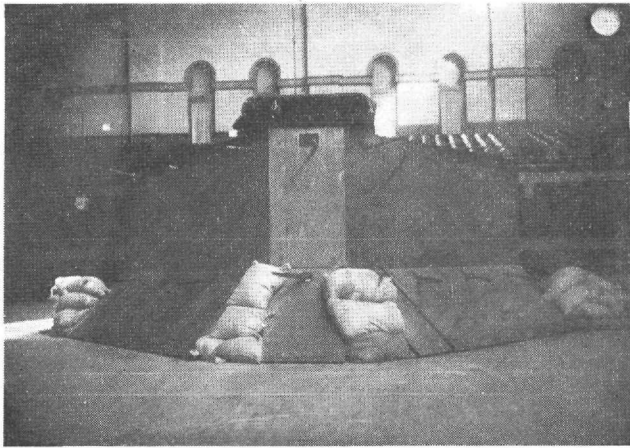
Field Marshal Earl Haig dies.

Regimental Historical Sketch, 105th Infantry.

106th Infantry wins Brooklyn rifle tournament.

51st Cavalry Brigade organized—involving many changes in New York National Guard Cavalry.

71st Infantry reviewed by Governor Moore of New Jersey.



The "Tank" in Position

LATE news items from the War Department commenting on the expansion to a Division of the mechanized cavalry brigade at Fort Knox, Ky., call attention to the tremendous strides in recent years which have witnessed the adaptation of armored, motor-driven machines to battlefield equipment.

The, as yet, tentative program calls for a basic peace-time strength of from 900 to 1,000 light and medium tanks in the regular Army and National Guard.

Late in January, obituaries of General Edward Croft, ex-infantry Chief, recalled that it was only a few years ago when in connection with the movement to mechanize our military forces, this high authority on the infantry arm supported the development of the eight-ton tank, capable of speeding sixty miles an hour.

Officers still living can recall serious objections urged against the addition of even machine guns to infantry organizations on the ground that the characteristic patter would betray positions and that was some time after the horse drawn street cars had disappeared from New York streets. Thinking backward, we can recall a week, thirty-six years ago (March 24-29, 1902) when the old Madison Square Garden was crowded to capacity by enthusiastic crowds attracted by the week long tournament of the National Military Athletic League.

A popular feature of the program was a pontoon bridge building event staged by G Company of the 22nd Regiment Engineers, N.Y.N.G., then recently changed from infantry to engineer service. The bridge builders arrived on the bank of a simulated river where against hostile opposition they displayed their well trained ability to convert balk, chess and rack sticks into a roadway across several pontoons. A detachment of Regular Cavalry galloped over and a heavy armored vehicle crossed to afford protection to the infantry entrenching on the far shore. No one had then thought of using caterpillar wheels so the vehicle used was only a big motor truck but it was fitted with armored sides which were very quickly

# Early Tank

by Colonel Edwin W. Dayton

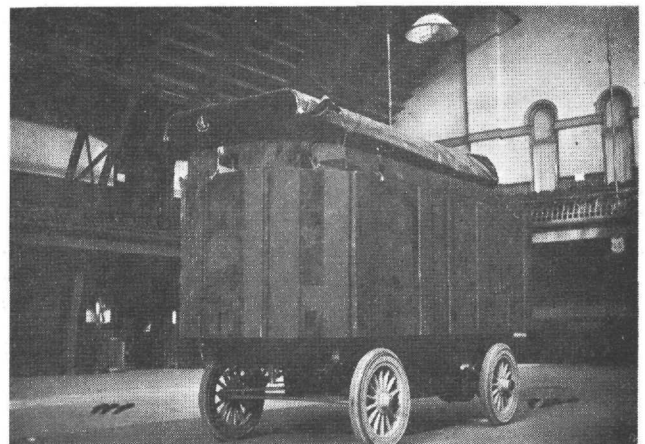
Photos by courtesy of the author.

lowered into the outline of a protective trench, affording cover to the detachment of sharpshooters carried. The openings between shields at the corners were covered by heavy sand bags and the crowds witnessing this manœuvre cheered as they saw the rapidly moving vehicle quickly transformed into an efficient cover for the bridge and its builders.

Of course, in the light of the developed tank of later years that very early device seems almost absurd and yet the officer who created it heard an echo of it in the midst of the World War. G Company of the old 22nd had been commanded by Captain Edwin W. Dayton who served in France, 1917-18-19 as a major of infantry. While a convalescent in a French Military hospital to while away tedious hours he read some files of French War Department Records and was surprised to find therein that he was credited with being the third step in the development of what later evolved into the tank.

The demonstration in Madison Square Garden had been witnessed by a French Military observer and because of his report Captain Dayton was credited with being one of the early developers of the armored truck destined to be the widely accepted tank.

The "Tank" Ready to Move



## FLYING CADETS!

(Continued from page 5)

definite proof that the efforts put forth were well worthwhile.

Thus the student leaves Randolph Field — this fledgling of Uncle Sam's—to journey the few miles to Kelly Field, the Air Corps Advanced Flying School, to receive the remainder of the instruction necessary for the "military" part of his long-sought-for title—"Military Pilot".

To the Flying Cadet the four-months tour of duty at the Air Corps Advanced Flying School, Kelly Field, is a phase of his training wherein all that preceded it is preliminary. To him is now presented the practical application of his flying instruction to date.

In addition to instruction required purely for flying, the student must also learn what is expected of junior officers when their flying units are on the ground. Upon graduation, he must fit into the needs of the tactical unit to which he will be assigned, regardless of where that unit may be or what it is doing at the time he joins it. House must be kept, soldiers get hungry, mechanical equipment must be checked, rechecked, and checked again; and for the purpose of demonstrating this, the San Antonio Air Depot—which lies just across the street from Kelly and overhauls all of Kelly's flying equipment — holds open house to each class for the purpose of instructing the members in the latest methods of securing and maintaining the equipment which they need in the air. Much work must be done for every hour flown, and airplanes will not fly unless they are properly maintained. As a result junior officers have many tasks besides relaxing behind a great many horses, represented by the engine, and watching the mile posts go by. In order to indoctrinate them thoroughly with this idea, the Academic Department requires diversified service equipment, the Tactical Department demands drills, inspections, and athletics, and subdebs and debs within

a 500-mile radius take up the rest of the time.

Kelly Field is the first materialized plan of aerial training of the War Department and is the dean of all flying schools.

The Air Corps Advanced Flying School at Kelly Field takes students who have been taught the rudiments of flying at Randolph Field, and makes military pilots of them. To this end, the student class is divided into sections corresponding to three of the types of tactical units: Attack, Pursuit, and Observation, in accordance with the numbers currently demanded in each specialized branch. Until June 1936 there was also a Bombardment Section, but this was discontinued at that time. Graduated pilots get Bombardment training now in tactical organizations.

The Attack Section gets its name from the nature of its employment. Attack Aviation was developed in the latter stages of the World War as a weapon of expediency to be used against any concentration of men and materials, the destruction of which might sway the decision of the day's operation. Quite early it earned a permanent niche in history by forcing major concentration and movements to be confined to periods of darkness. Its

successful employment was based on sudden high speed attack at extremely low altitudes with guns, bombs, and chemical agents.

Pursuit prides itself upon its boasted ability to get the other members out of trouble when they bring it upon themselves. The Pursuit mission is to clear the sky of enemy aircraft and let friendly airplanes do what they like. Such an undertaking naturally brings Pursuit into any type of aerial melee which may develop. So Pursuit pilots are selected for their peculiar frame of mind and spirit, the urge to take a crack at anything coming along, and the enjoyment of flying purely for the flying itself.

This brings us down to the final and oldest form of military aeronautics—Observation. To hit a golf ball successfully you must keep your eye on the ball. The same principle applies to warfare and the enemy, and Observation is the eyes of the GHQ Air Force and the Army. It watches every disposition of enemy forces and material, through the use of aerial observers, in airplanes, captive balloons, and cars let down on cables from airships hovering above the clouds, and by continuously re-photographing every inch of the front lines. It locates enemy posi-



460-467J-20X(11-10-34-1:30PX12) U. S. A. FORMATION OVER THE ADMINISTRATION BLDG. RANDOLPH FIELD TEXAS



tions and supply concentration points of personnel and material, and it will take any picture within 200 miles if the compass bearing is available.

There are several phases of training participated in alike by students of each section, although each section uses its own special airplanes for this purpose. The most interesting of these phases is cross-country flying. An Air Force can't fight if it can't get there, so of the 111 hours devoted to flying problems, 28 hours are allotted to day navigation and 15 hours to night navigation. For solving these problems the missions depend upon every known means of navigation short of celestial observations. The particular location of the school in Texas offers the best navigation training of any locality in the country, both as to weather and terrain. The students are required to visit every type of landing area, in daylight and darkness, from the desert watering tank to the modern municipal airport, over both lighted and uncharted airways. The climax of this phase of training is a four-day maintenance flight in which the student covers approximately a 2000 mile route around the rim of Texas, over which he must service his own airplane and special equipment. Once in a while one wanders off into Mexico, but his reception down there soon convinces him of his error.

Radio instrument flying has reached a stage of development which requires many intensive hours of study of radio code procedure, and practice under the hood. Eighteen flying hours are devoted to this phase, culminating in the radio instrument orientation test required of all Air Corps officers and air-line pilots.

As a final finishing flourish, on graduation day the students stage an Aerial Review in which all students pilot airplanes. The section flights rendezvous at a point some 10 miles from Kelly Field, with the slowest planes leading, and pass in review in close formation in front

of the Operations Office where a reviewing stand is stationed. A distinguished military personage, who will address them at the graduation exercises, takes the review; accompanied by senior officers of The Air Corps Training Center. Near the reviewing stand are the student flyers of Randolph Field, post personnel, and mothers, wives, sweethearts, and friends. The students pride themselves on flying practically perfect formation on this day of days, and it must be said that they have something of which to be exceedingly proud.

## Notes on Allowances

The U. S. Property and Disbursing Officer has just published the following on allowances:

1. The attention of all concerned is invited to the attached list indicating the articles of the uniform on which a surplus allowance prevails, together with the percentage authorized, as indicated to the left of the article. This list is furnished all organizations in response to many inquiries made, covering this particular subject.

2. Officers submitting requisitions will bear in mind that the controlling factor on all property issued from this establishment are the Tables of Organization and Tables of Basic Allowances, based on the actual strength of the units submitting requisitions.

3. It is advised that for the past two (2) years all property shipped from this Arsenal has been accompanied by shipping tickets, bearing nomenclature found in existing stock catalogues, which in all cases govern. Shipping tickets for property shipped from Federal Depots directly to units also bear the correct nomenclature. It is strongly urged that responsible officers cor-

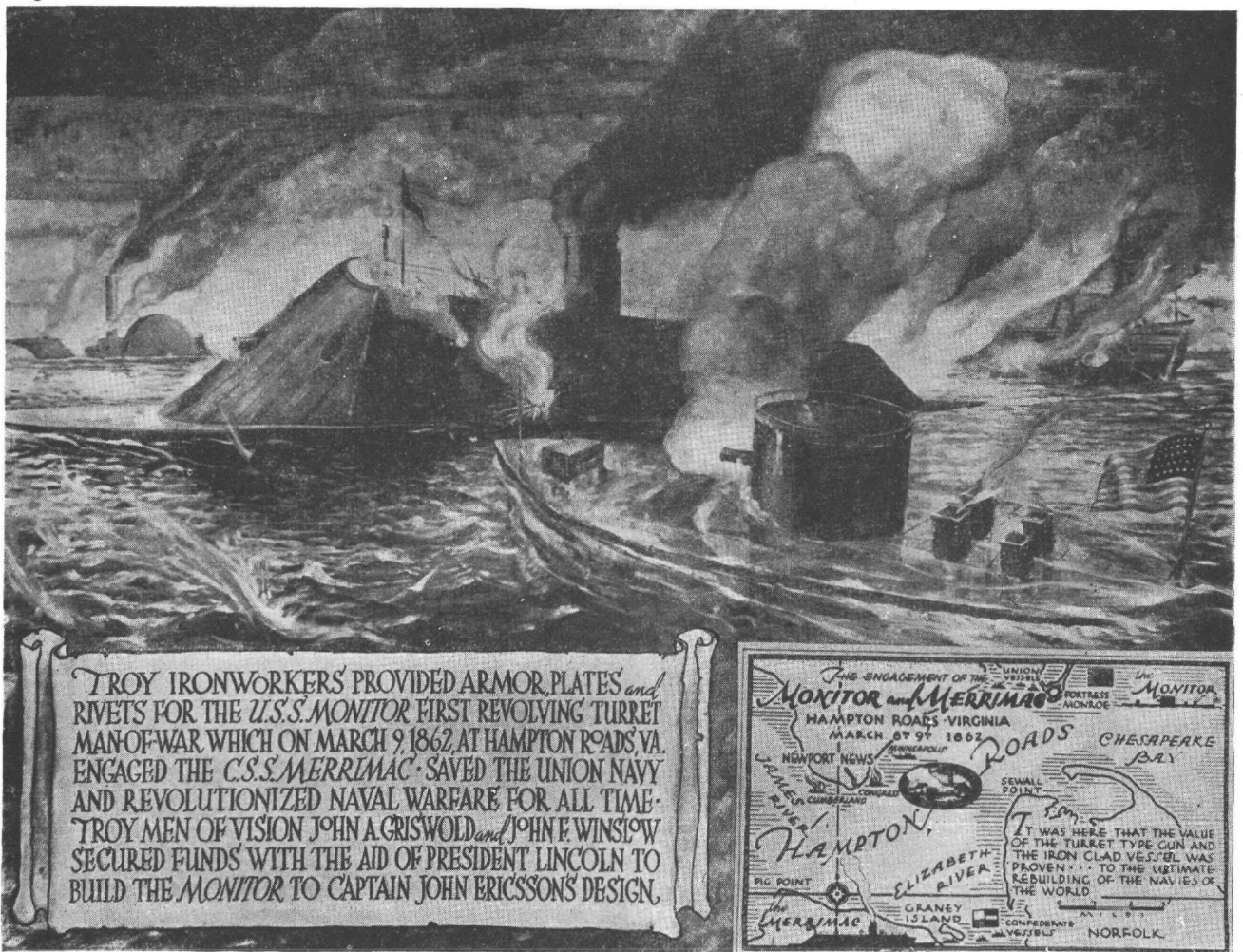
rect their accounts accordingly, and future replacement requisitions be prepared to read exactly as the corrected accounts indicate. It is also recommended that all units procure copies of A.R. 30-3050, Schedule of Tariff Sizes, and when submitting requisitions for clothing, that only the sizes manufactured be requisitioned. Sizes which are beyond these measurements available, should be covered by separate requisition, accompanied by Q.M.C. Form No. 404 "Measurement Blank", completely and accurately prepared.

4. It is further advised that all requisitions indicate clearly the basis for same, and that, in the case of units detached from regimental headquarters, the actual strength of both the unit and the regiment be shown. Requisitions received at this Arsenal which do not comply with the above will of necessity be returned.

(\* Ten Percent)

(† Five Percent)

- \* Belts, leather, E.M.
- \* Boots, leather russet, laced, E.M.
- \* Breeches, service, cotton khaki
- \* Breeches, service, woolen, elastique, 24 oz.
- \* Caps, field, E.M.
- \* Caps, service Woolen
- \* Coats:—
  - \* Cotton, khaki (when made available)
  - \* Woolen, serge, 18 oz.
- \* Cords, hat (all arms & services)
- \* Gloves, horsehide, riding, unlined
- \* Hats:
  - \* Service, O.D.
  - \* Working denim
- \* Insignia
  - \* Cap, E.M.
  - \* Collar, E. M.
- \* Jumpers, working, denim
- \* Leggings, canvas mtd.
- \* Leggings, spiral, woolen
- \* Neckties, black M1936
- † Overcoats, woolen, O.D. Roll collar (when available). (To include old type coats on hand)
- † Raincoats, mtd and dismtd (Total amount to include both old pattern and oil-treated types)
- \* Shirts, flannel, O.D.
- \* Shoes, service
- \* Socks, woolen, light
- \* Suits, working one-piece
- \* Trousers, working denim



# The Monitor

and

by Captain L. C. Sayre

"Whereas we had available for immediate purposes one hundred and forty-nine first-class war-ships, we have now two, these two being the WARRIOR and her sister IRONSIDE. There is not now a ship in the English navy apart from these two that it would not be madness to trust to an engagement with that little MONITOR."

London Times, March 1865.

# The Virginia

"THE MERRIMAC IS BEING TOWED DOWN BY TWO STEAMERS PAST CRANEY ISLAND TOWARD SEWELL'S POINT, SO REPORTED TO ME FROM THE CUMBERLAND."

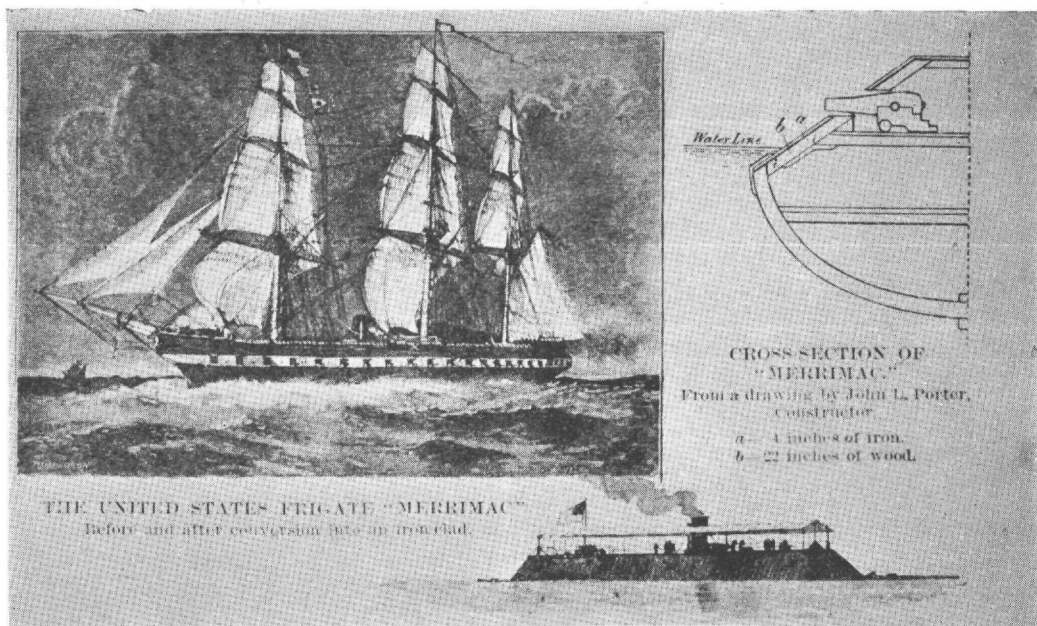
"THE MERRIMAC IS ENGAGING THE CUMBERLAND AT CLOSE QUARTERS."

So ran two telegrams, a few hours apart, dispatched by Brigadier General Joseph K. F. Mansfield from his headquarters at Newport News, Virginia, to his superior officer, Major General John E. Wool at Fortress

Monroe. The long awaited appearance of the mystery ship, about which so much had been conjectured throughout the North and upon which so much depended to promote the cause of the South, had finally become a fact on Saturday at noon, the eighth of March, 1862.

Nearly a year previously, on April 27th, 1861, President Abraham Lincoln had issued a proclamation, in which it was declared that the rebellious states of Virginia and North Carolina were to be blockaded against all commerce—this being deemed the speediest and most effective way of reducing them to submission and ending the rebellion.

Heading is large mural in Hendrick Hudson Hotel, by George Gray. The other cuts are by courtesy of D. Appleton-Century Co. from *Battles & Leaders of the Civil War*.



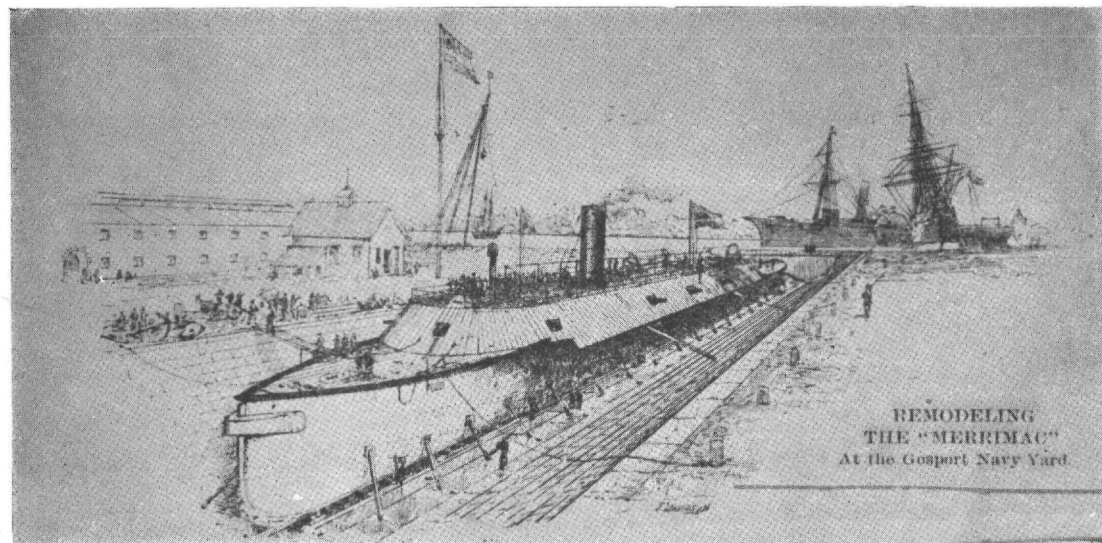
Just a week previous to the announcement of the Blockade, fearing lest the immense stores of munitions at the Gosport Navy Yard at Norfolk would fall into the hands of the rebellious Virginians, the Federal troops at Fortress Monroe had crossed the Roads of Hampton during the night and, rendering useless all of the stores and material they could not load in their steamers, put the torch to the greatest Yard then operated by the United States Navy. The sloop *Cumberland* was towed back to Fortress Monroe. The *Pennsylvania* and the frigate *New York*, still uncompleted after thirty years of Congressional dilatoriousness over her construction, were consigned to the flames. The *Merrimac*, a double engined steam frigate of 44 guns undergoing repairs to her engines at the Yard, had previously been scuttled so that it received but little damage from the flames.

Upon abandonment of the Gosport Yard by the Union forces, the Virginians immediately took posses-

sion and proceeded to salvage all the damaged material possible. Their most important find was the *Merrimac* which was raised, stripped to the water's edge, furnished with a sloping, fort-like superstructure and plated all over with wrought iron in accordance with the best practice then known.

Under the direction of John M. Brooke, ex-lieutenant of the U. S. Navy and John L. Porter, a naval architect, this novel construction was developed. The sloping casemate was constructed of heavy, pine beams, projecting over the sides of the hull like the eaves of a house. The ends of the sloping beams dipped into the water for about two feet. Thus, the water line of the hull was well protected, particularly so because of the heavy iron plating. These sloping, submerged, plated sides constituted the novelty of this wonderful boat.

The possibilities of plating ships with iron had been engaging the attention of the leading naval architects





of England and France for some years but they had never put it into practice except in an experimental way. France had plated a man-of-war called the *La Gloire* and England had produced the *Warrior*. But these ships were in no way different from others save in the iron plating over vulnerable parts.

In addition to the iron-plated sides and iron-grated top, the *Merrimac* was fitted with an iron peak or prow just under her water-line for the purpose of ramming. The armament consisted of ten guns; four eleven-inch guns on each side and two rifled one hundred-pounders, one each in bow and stern. It had taken approximately nine months of feverish activity on the part of the Confederate Navy to complete this naval novelty. She was christened the C.S.S. *Virginia*, designated the flagship of the James River Squadron and placed under the command of Flag-Officer Franklin Buchanan. Second in command, as executive and ordnance officer, was Lieutenant Catesby Ap Roger Jones, a most capable and colorful naval officer.

Both these officers had resigned from the United States Navy at the outbreak of the Rebellion. Buchanan was a native of Maryland and Jones was Virginia-born. The former had been a captain when he resigned and was in command of the Washington Navy Yard, a much coveted post which he had held for some years with distinction. His total Federal service had been 46 years. Catesby Jones had been in the service 25 years and had been a lieutenant at his resignation.

This, then, was the ship with her efficient complement of officers, on which the Confederacy had pinned its faith to extricate the South from its intolerable situation. How direful their position was may be surmised from a portion of a confidential dispatch sent to President Jefferson Davis by a citizen of Norfolk on February 28th, 1862, which read as follows:

"The whole land is shrouded in gloom. The nation is weeping over the disgrace at Roanoke, the disaster at Donelson. The Old World withdraws its almost extended hand, our enemies are jubilant. Some brilliant achievement, a victory, a glorious sacrifice, even, would give pulse to the people's heart. If Norfolk falls, Virginia may be overrun.

"Why may not the *Virginia* defend this place in the waters of the Potomac? If she should steam up to Washington, would not this excite the admiration of the world? To Washington, the capitol of the United States. This, and the use that might be made of her on the Potomac, recommends the scheme".

And so on that fateful Saturday, as told by General Mansfield's telegram at the beginning of this discourse, the C.S.S. *Virginia*, accompanied by the gunboats *Raleigh* and *Beaufort* of one gun each, steamed down the Elizabeth River from Norfolk bent on destruction for her enemies and victory for the Stars and Bars.

That portion of the North Atlantic Blockading Squadron of the United States Navy on duty in Hampton Roads was divided into two sections. Two large

sailing vessels, with several accompanying tugs and gunboats, laid off Newport News, blocking the James and Nansemond Rivers. The balance of the squadron, including three large vessels and a large number of tugs, gunboats and auxiliaries were anchored off Fortress Monroe, just out of range of the Confederate shore batteries on Sewell's Point. The two large ships stationed off Newport News were the U.S.S. *Congress*, a sailing frigate of 1867 tons with fifty guns and a crew of 406 men; and the U.S.S. *Cumberland*, a sloop-of-war of 1726 tons, mounting 24 guns and carrying a crew of 288 men. Blocked in the James River were the Confederate gunboats *Patrick Henry* with six guns; the *Jamestown* with two guns and the *Teaser*, mounting but one.

Counting heavily upon the aid of these three boats coming down the James River, the intrepid *Virginia* left her consorts off Sewell's Point to prevent vessels from Fortress Monroe joining in the fight and boldly steamed west across Hampton Roads for Newport News and her adversaries. She was first sighted by the U.S.S. *Mount Vernon* "looking like a barracks roof with a large funnel." The *Mount Vernon*, a small tugboat boarding three guns, signalled the other ships by a shot toward the *Virginia*. All ships cleared for action. They did not have long to wait.

As the iron-clad *Virginia* swiftly steamed within range of the waiting ships, the battle was opened by a shot from the bow of the *Cumberland*. The hour was two o'clock. Flag-Officer Buchanan, true to his old Navy training, steered the *Virginia* straight for the *Cumberland*, running the gauntlet of the broadsides of the *Congress* as he did so and returning broadsides in reply. Shot after shot was directed at the *Virginia* by the powerful batteries on the *Congress* and *Cumberland*. The Federal artillery on shore also made her their target. But no effect whatsoever was registered, as straight for the *Cumberland* she ran and rammed her at full speed with the beak-like iron prow. Backing off, she rammed her again. "It would seem that this second blow was unnecessary—" wrote the commander of the French war-ship *Gassendi*, in making his report of the battle to his government, as a neutral observer. Within fifteen minutes of the time that the *Cumberland* opened the battle, she was counted out of it, rapidly sinking with her crew abandoning ship and making for the shore.

Continuing on his predetermined course, Buchanan ran up the James River, engaging the shore batteries of the Union troops and continually firing at the many small craft along the river bank. Thus he sank a transport and a schooner and also captured the water-tender *Reindeer*. And still the *Virginia* was unscathed. She then turned back down the river and continued the battle with the *Congress*.

During the river action, the Confederate ships *Patrick Henry* and *Jamestown* steamed down the James River to lend their aid. Likewise the Federal ships anchored off Fortress Monroe had cleared for action at the first news of the appearance of the *Virginia*.

The U.S.S. *Minnesota* set sail for the fray but ran aground on the shoals north of Hampton Middle Ground at about 2:30 P. M. With the aid of tugs, the *Roanoke* also started for the fight. This ship was a first class screw-frigate and the largest ship in the squadron. She mounted 44 guns, was manned by a crew of 347 men and boasted a tonnage of 3425. She was commanded by Captain John Marston, senior Federal officer present. Flag-Officer Louis M. Goldsborough was absent from his command at the time of this engagement. The *Roanoke* also ran aground but finally succeeded in getting off with the aid of tugs and returned to her anchorage. She exchanged shots with the Confederate shore batteries as she ran their gauntlet but inflicted no damage and received but little in return. The *Saint Lawrence* went through these same maneuvers of sailing, grounding and returning to her berth but not before she had exchanged shots at long range with the *Virginia* and received considerable damage to her hull.

The retreat of the *Roanoke* and the *St. Lawrence* left only the grounded *Minnesota* to aid the *Congress*, by this time in dire need of help. The Confederate boats coming out of the James River had been pouring shot and shell into the *Congress*, also by this time aground just off the channel.

The men on the *Congress* carried on a desperate and heroic fight but since the ship could not maneuver, they were doomed to defeat. To save themselves from complete destruction, they ran up a white flag in token of surrender. In fact, two white flags were unfurled to ensure their intention. And at this juncture occurred one of those unfortunate incidents of history which are either glossed over in the retelling or omitted altogether.

Noting the surrender of the *Congress*, Confederate Commander Buchanan ordered "cease firing" and designated Lieutenant John R. Tucker, commanding the *Patrick Henry*, to complete the surrender and to take the Union officers as prisoners. The Federal officers duly surrendered by the token of giving up their swords but upon their plea of helping their

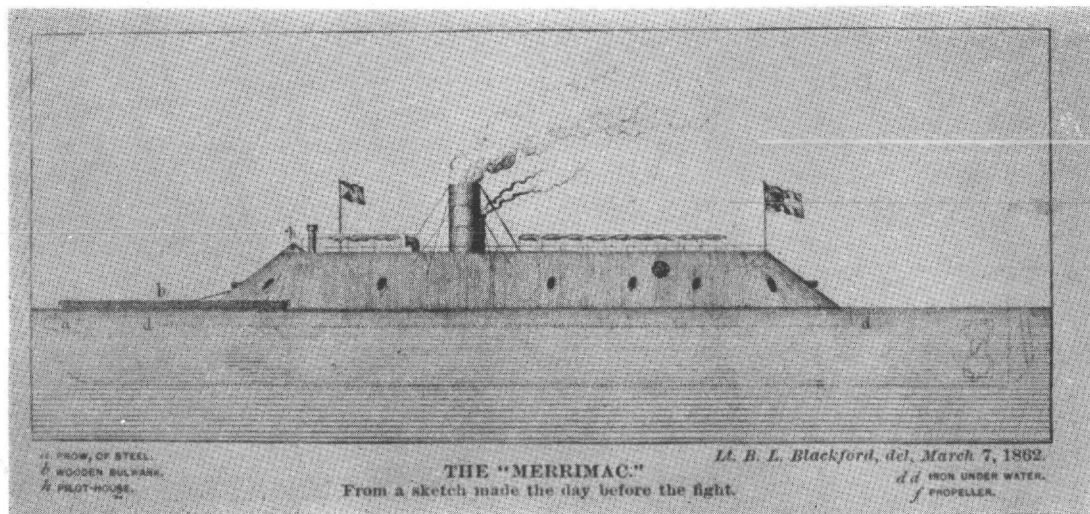
wounded men, were allowed to return to their ship. Almost immediately, a heavy firing was resumed by the Federal artillery and riflemen upon the shore. Noting this, the Army riflemen still aboard the *Congress*, also took up the battle. The responsibility for this unwarranted action apparently rests upon General Mansfield, since in his official report of the battle to Major General Wool, following his telegrams, he sets forth the following:

"During the sinking of the *Cumberland*, the *Congress* slipped her cable and hoisted sail and ran ashore just above Signal Point, where many of her men escaped to the shore, and was then followed by the *Merrimac*, and after two raking shots she hauled down her flag and hoisted a white flag and ceased action. The enemy then sent two steamers with Confederate flags flying and made fast on either side of her, with a view to haul her off or burn her. As soon as I saw this, I ordered Colonel Brown, of the 20th Indiana Regiment, then close at hand, to send two rifle companies (A and K) to the beach. The two rifled guns, under Captain Howard, and a rifled Dahlgren howitzer, manned by Master Stuyvesant and fourteen sailors of the *Cumberland*, went into action from a raking position on the beach, covered by sand banks and trees, against these steamers.

We here had them at about 800 yards to advantage, and immediately they let go their hold on the *Congress* and moved out of range with much loss. They endeavored to approach her again with a steamer and a rowboat, but were beaten off with loss, till finally the *Merrimac*, finding her prize retaken, approached and fired three shots into her and set her on fire. The remaining men escaped from the *Congress* over the bows of the ship to the shore, assisted by our boats, and the wounded were removed by dark. Thus closed the tragedy of the day."

During the violation of the white-flag surrender, a large number of Confederate sailors were killed and wounded. Commander Buchanan himself was among those wounded, receiving a painful though not

(Continued on page 22)



1. PROW, OF STEEL.  
2. WOODEN BULWARK.  
3. PILOT-HOUSE.

THE "MERRIMAC."  
From a sketch made the day before the fight.

L. B. L. Blackford, del. March 7, 1862.  
d. IRON UNDER WATER.  
f. PROPELLER.

THEN



First Aero Company  
N.G.N.Y.  
Muster into  
Federal  
Service  
July 13, 1916,  
at Mineola  
Aviation Field  
(International  
News)

## The Early Days of Aviation in the National Guard

by Norbert Carolin

FROM time to time, controversies have appeared in the press, as to which National Guard aviation unit was the first to be organized. That honor belongs to the First Aero Co., Signal Corps, N.G.N.Y.

Military aeronautics in the National Guard developed rather slowly, due to lack of funds for equipment. As early as 1908, Co. A, Signal Corps, N.G.N.Y. had a "balloon" squad which among other activities, assisted in inflating a free balloon in the Hudson-Fulton celebration in 1909. One of the members built an airplane, partly financed, to the extent of \$500, by Co. A, and had the plane at Pine Camp in July 1910. During the Connecticut Maneuvers in Aug. 1912, Co. A had an "aviation detachment" including the well known pilot Havens, who flew his Curtiss plane frequently on military reconnaissance.

On Nov. 1, 1915, the Aviation Detachment, 1st Bn., Signal Corps, N.G.N.Y., was organized at the armory at Park Ave. and 34th St., and was shortly thereafter redesignated the First Aero Company, N.G.N.Y. The company had a strength of four officers and 40 men, and the equipment consisted of five airplanes costing \$29,500, furnished by the National Aeroplane Fund. Flying training took place at the Mineola Aviation Field, where a camp was established. Military instruction and small arms practice was conducted at the armory.

On June 21, 1916, the First Aero Co. was mobilized for Mexican Border service, and mustered into Federal service at the Mineola Aviation Field, on July 13th. There

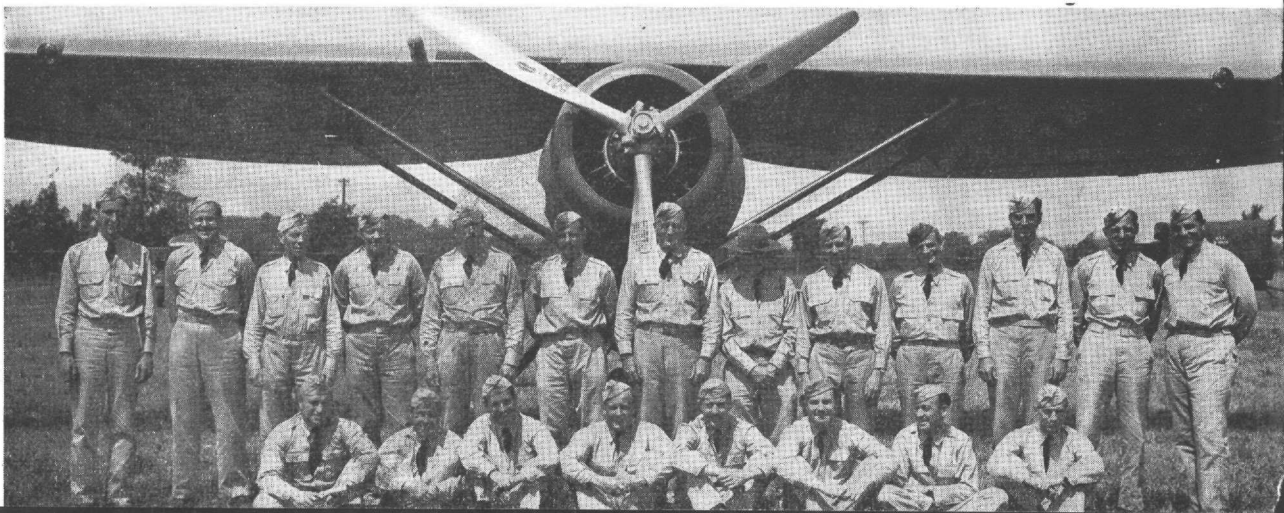
they went into intensive training under Regular Army officers, 17 members of the company qualifying as pilots. Later, the 2nd Aero Co., N.G.N.Y., arrived from Buffalo, bringing the total strength of the camp to well over 100, including six Regular Army officers, 12 National Guard officers from various States, and a Regular Army detachment of 25. The 2nd Aero Co., N.G.N.Y., disbanded on Sept. 8, 1916.

After the First Aero Co. was mustered out of Federal service on Nov. 2nd, 1916, many of the members remained in camp throughout the winter, completing their flying training.

As the War Dept. decided that there were to be no National Guard air units in the World War, the First Aero Co. was disbanded on May 28, 1917. However, nearly all the members saw active service in the war, most of them being commissioned in the Air Service. Two Army aviation fields, Bolling at Washington and Miller on Staten Island, have been named in honor of officers of the company. Both Col. Bolling and Major Miller were killed in action in France.

AND NOW!

102nd  
Observation  
Squadron  
N.Y.N.G.  
1937  
(Aviation)





# OL' JUDGE ROBBINS

I'M GLAD WE GOT AUNT HATTIE'S LETTER ABOUT COUSIN ED, THIS MORNING

AT A HORSESHOE PITCHING CONTEST

YES, I WOULDN'T WANT TO MISS SEEING HIM IN THE HORSESHOE PITCHING CONTEST

HELLO ROB AND CHUBBINS—I'M SURE GLAD TO SEE YOU, ROB, YOU'RE JUST IN TIME TO GET IN THE CONTEST

NO THANKS, ED, I'LL HAVE MORE FUN WATCHING YOU EXPERTS

A PLAYER PITCHES TWO SHOES IN EACH INNING. IT'S NOT UNUSUAL FOR ALL FOUR SHOES TO BE RINGERS. QUITE A CONTRAST TO OUR GAME, EH CHUBBINS?

HOW LEADING EXPERTS GRIP THE SHOES IN TOURNAMENT PITCHING

LOOK, CHUBBINS, ED GOT TWO MORE RINGERS. THAT MAKES A TIE. NOW, LET'S SEE WHO BREAKS IT

THEY'RE MEASURING THAT LAST PITCH. IT'S CLOSE—YES—ED WINS BY A FRACTION OF AN INCH!

CONGRATULATIONS, ED THAT'S A MIGHTY FINE PRIZE YOU WON

IT'S THE FIRST PRIZE I'VE GOTTEN SINCE I WON THIS PIPE BACK HOME, REMEMBER ROB?

INDEED I DO. AND I RECALL HOW HAPPY YOU LOOKED WHEN YOU FIRST SMOKED PRINCE ALBERT IN IT

YES, ROB, AND THAT FIRST PIPEFUL CERTAINLY OPENED MY EYES TO THE REAL PLEASURE IN PIPE SMOKING



MARCH RIGHT UP TO YOUR POST EXCHANGE AND SAY—PRINCE ALBERT! YOU'LL ROLL 'EM FASTER AND ENJOY 'EM MORE!

## MONEY-BACK OFFER FOR PIPE-SMOKERS

Smoke 20 fragrant pipefuls of Prince Albert. If you don't find it the mellowest, tastiest pipe tobacco you ever smoked, return the pocket tin with the rest of the tobacco in it to us at any time within a month from this date, and we will refund full purchase price, plus postage. (Signed) R. J. Reynolds Tobacco Co., Winston-Salem, N. C.



## MONEY-BACK OFFER ON "MAKIN'S" CIGARETTES

Roll yourself 30 swell cigarettes from Prince Albert. If you don't find them the finest, tastiest roll-your-own cigarettes you ever smoked, return the pocket tin with the rest of the tobacco in it to us at any time within a month from this date, and we will refund full purchase price, plus postage.

(Signed) R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

**70** fine roll-your-own cigarettes in every 2-ounce tin of Prince Albert

**50** pipefuls of fragrant tobacco in every 2-ounce tin of Prince Albert

Copyright, 1938, R. J. Reynolds Tobacco Company

# PRINCE ALBERT

THE NATIONAL JOY SMOKE

## THE MONITOR AND THE VIRGINIA

(Continued from page 19)

dangerous wound in the thigh from a rifle ball. His version of this inglorious affair was as follows:

"The carnage, havoc and dismay caused by our fire compelled them to haul down their colors and to hoist a white flag at their gaff and half-mast another at the main. The crew instantly took to their boats and landed. Our fire immediately ceased. . . . They (the officers) delivered themselves as prisoners of war and, afterward, were permitted, at their own request, to return to the *Congress* to assist in removing the wounded to the *Beaufort*. They never returned, and I submit to the decision of Department whether they are not our prisoners. While the *Beaufort* and *Raleigh* were alongside the *Congress*, and the surrender of that vessel had been received from the commander, she having two white flags flying hoisted by her own people, a heavy fire was opened upon them from the shore and from the *Congress*, killing some valuable officers and men. Under this fire, the steamers left the *Congress*. . . . As I was determined that the *Congress* should not again fall into the hands of the enemy, I remarked to that gallant officer Flag-Lieutenant Minor, 'That ship must be burned.' He promptly volunteered to take a boat and burn her, and the *Teaser*, Lieutenant Commanding Webb, was ordered to cover the boat. Lieutenant Minor had scarcely reached within fifty yards of the *Congress* when a deadly fire was opened upon him, wounding him severely and several of his men. On witnessing this vile treachery, I instantly recalled the boat and ordered the *Congress* destroyed by hot shot and incendiary shell. About this period, I was disabled and transferred the command of the ship to that gallant, intelligent officer, Lieutenant Catesby Jones, with orders to fight her as long as the men could stand to their guns."

Accordingly, Lieutenant Jones maneuvered the *Virginia* to effect the capture of the grounded *Minnesota* but, on account of the great draft of the *Virginia*, could not approach her in the shoal water and had to content himself with long range shots at the disabled frigate and to the batteries on the shore. Darkness closed in upon them and, on the advice of the pilots, it was decided to make for an anchorage and to renew the battle the next morning. The *Virginia* steamed for Sewell's Point through the south channel, placing the shoals of the Middle Ground between her and her enemies. The other boats of the Confederate squadron followed their flagship with the lone exception of the *Beaufort*, which proceeded on to Norfolk with the wounded and the prisoners.

Thus ended the first days battle, a day of triumph for the South and, for the North—consternation and despair. As the news slowly trickled out over the telegraph, confusion and panic spread over the Northern seaboard. In the words of the French Captain Gautier, who witnessed the tragedy,

"Panic appeared to take possession of everyone. The terrible engine of war, so often announced, had

at length appeared, and in an hour at most had destroyed two of the strongest ships of the Union, silenced two powerful land batteries, and seen the rest of the naval force, which the day before blockaded the two rivers, retreat before her."

The telegram which conveyed the sad news to the Administration at Washington was sent by Major General Wool at Fortress Monroe to the Secretary of War Edwin M. Stanton. He made no attempt to mask the exact state of affairs for he realized only too well the seriousness of the situation. His telegram ran—  
THE MERRIMAC CAME DOWN FROM NORFOLK TODAY AND ABOUT TWO OCLOCK ATTACKED THE CUMBERLAND AND THE CONGRESS. SHE SUNK THE CUMBERLAND AND THE CONGRESS SURRENDERED. THE MINNESOTA IS AGROUND AND ATTACKED BY THE JAMESTOWN, YORKTOWN AND MERRIMAC. THE ST. LAWRENCE JUST ARRIVED AND GOING TO ASSIST. THE MINNESOTA IS AGROUND. PROBABLY BOTH WILL BE TAKEN. THAT IS THE OPINION OF CAPTAIN MARSTON AND HIS OFFICERS. THE ROANOKE IS UNDER OUR GUNS. IT IS THOUGHT THE MERRIMAC, JAMESTOWN, AND YORKTOWN WILL PASS THE FORT TONIGHT.

Consternation seized the War Department apparently to a greater degree than it did the Navy Department. The coolheaded Navy set immediately to work to prepare adequate defense against the possibility of the *Virginia* coming out to sea. They laid plans to block the channel of the Potomac River below Washington by sinking canal boats loaded with stone. And the Assistant Secretary, G. V. Fox, who was an eye-witness of the battle, busied himself by sending for more ships and men and in aiding the re-organization of the fleet. But the impetuous Secretary Stanton of the War Department began to aggravate the situation by immediately contacting the governors of New York, Massachusetts and Maine, requesting that they make immediate preparations to guard their harbors against forays of the dreaded *Virginia*. He suggested the "use of large timber rafts, guarded by batteries." He also appealed for help to Henry B. Renwick, a citizen of New York City, telling him in a long telegram the seriousness of the situation and further requesting that he immediately form a committee of citizens to consider the matter. He went on to suggest—

"persons . . . of the best judgment in naval engineering and warfare, to meet immediately . . . to devise the best plan of speedily accomplishing the capture or destruction of the *Merrimac*. Spare no pains or expense to get the committee together immediately."

Presumably, there were no dollar-a-year men during the Civil War. And just why the *Virginia* should be the concern of Secretary Stanton, who surely must have had ample opportunities for the exercising of his talents with his Grand Army, is not quite clear at this late date, but his committee met and labored and their response has been lost to posterity.

Several days later, he again enjoyed a brilliant thought for he had his Assistant Secretary John Tucker



telegraph the redoubtable Cornelius Vanderbilt as follows—

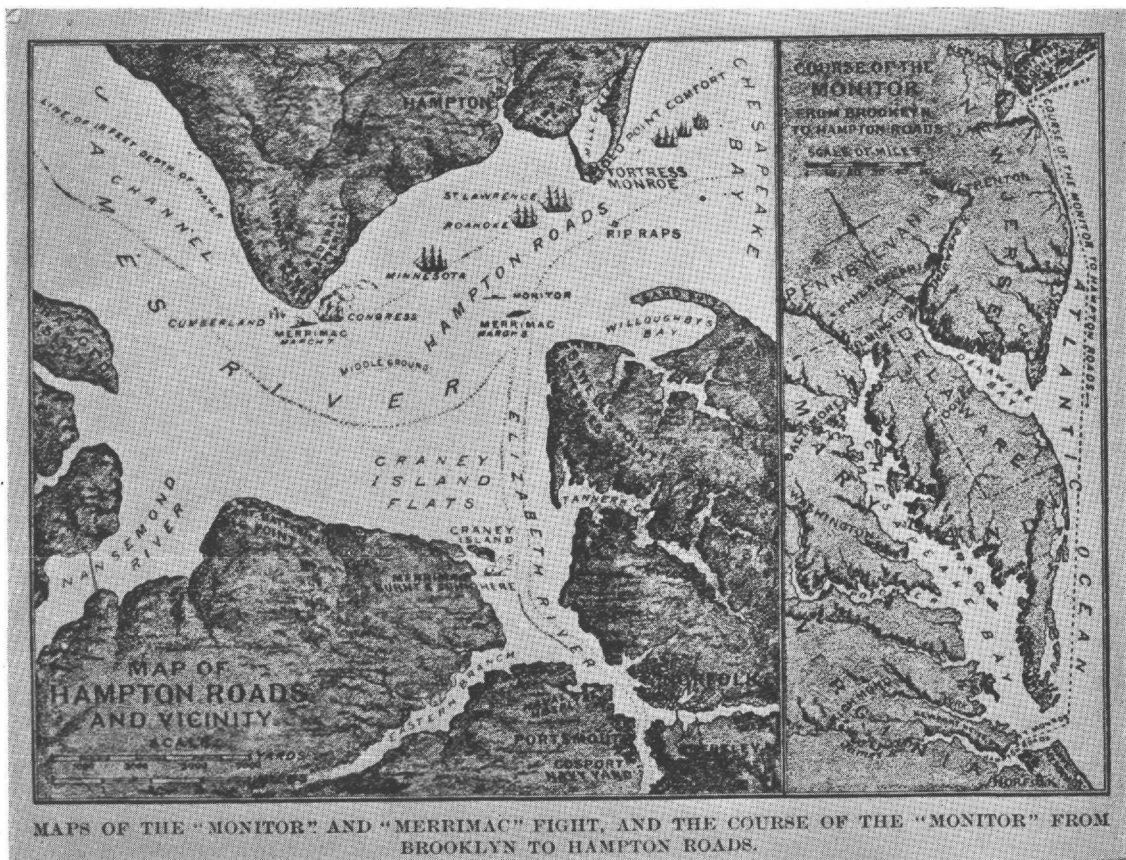
THE SECRETARY OF WAR DIRECTS ME TO ASK YOU FOR WHAT SUM YOU WILL CONTRACT TO DESTROY THE MERRIMAC OR PREVENT HER FROM GOING OUT OF NORFOLK, YOU TO SINK OR DESTROY HER IF SHE GETS OUT. ANSWER BY TELEGRAPH AS THERE IS NO TIME TO BE LOST.

But the canny Vanderbilt was not to be drawn into any such problem that the whole Navy could not solve, even at his own price, so he immediately had his competent secretary telegraph the Honorable Stanton in this wise—

MR. VANDERBILT DESIRES ME TO SAY HE CAN MAKE NO SATISFACTORY REPLY TO THE ENQUIRY MADE OF HIM, BUT HE WILL BE IN WASHINGTON ON MONDAY NEXT TO CONFER WITH THE DEPARTMENT.

Congress in iron-clad vessels, their success was no greater then that it has been at anytime since with respect to securing funds for the development of something yet untried. But, with a war to be fought, Congress did authorize the construction of a number of such boats, awarding a \$275,000.00 contract to John Ericsson, a well known construction engineer of New York City.

Ericsson had been developing his boat in drawings and by models for years previous and had plans so well prepared that he carried out his launching just one hundred days after receiving his contract on October 5th, 1861. The hull of the *Monitor* was 140 feet long by 30 feet wide and only 12 feet deep. This hull was protected by an armored shelf which projected from and completely surrounded it. The extension was greatest fore and aft so that the length of the deck



MAPS OF THE "MONITOR" AND "MERRIMAC" FIGHT, AND THE COURSE OF THE "MONITOR" FROM BROOKLYN TO HAMPTON ROADS.

But, while consternation and panic were spreading over the North, during the night following the battle, a rival engine of war was laboriously steaming its way into Hampton Roads from the sea. The U.S.S. *Monitor*, Lieutenant John L. Worden commanding, reported for duty to Captain Marston and was immediately ordered to the assistance of the grounded *Minnesota*. The *Monitor* arrived at the side of the *Minnesota* at 2 A. M. on Sunday morning, March 9th.

The *Monitor* was also an innovation in naval architecture. Although the Navy Department had tried, prior to the beginning of the Rebellion, to interest

was about 170 feet. Atop the deck, Ericsson placed his armament—a revolving armored turret which housed two eleven inch guns. These guns were the heaviest yet mounted on any vessel and had been developed by Captain John A. Dahlgren, the commandant of the Washington Navy Yard. The idea of the revolving turret was the invention of a New York farmer, Mr. Theodore R. Timby. Ericsson utilized this and greatly developed the mechanical means of rotating it.

Having been rushed to completion and hastily tested out, the *Monitor* was ordered to Fortress Monroe on



March 5th. She arrived at a very auspicious hour after a most exciting voyage from New York. The boat had weathered a stormy March passage to Baltimore but, upon arrival there, Lieutenant Worden could not secure a pilot to take the *Monitor* through Hampton Roads to Newport News. Sensing the pending onslaught, pilots one and all professed ignorance of the channel. With no civilian pilots available, the call for volunteers was made upon the Navy and with the inevitable result—there was a Navy man ready. Acting Master Samuel Howard of the bark *Amanda* offered to do the job. It was his act and the avoidance of further delay that placed the *Monitor* alongside the *Minnesota* in time to take up the gage of battle on Sunday morning.

At the first streaks of dawn, Lieutenant Catesby Jones, now in command of the *Virginia*, brought her down past Craney Island toward the Rip Raps and into the channel toward the *Minnesota*, bent on completing the job that falling tide and darkness had prevented the evening before. But, he had reckoned without the interference of the lately arrived *Monitor*. What happened can be no better described than by Lieutenant Jones himself. His official report is most eloquent.

"At daylight on the 9th, we saw that the *Minnesota* was still ashore, and that there was an iron battery near her. At 8 o'clock, we ran down to engage them (having previously sent the killed and wounded out of the ship), firing at the *Minnesota* and occasionally at the iron battery. The pilots did not place us as near as they expected. The great length and draft of the ship rendered it exceedingly difficult to work her. We ran ashore about a mile from the frigate and were backing fifteen minutes before we got off. We continued to fire at the *Minnesota* and blew up a steamer alongside of her, and we also engaged the *Monitor*, sometimes at very close quarters. We once succeeded in running into her, and twice silenced her fire. The pilots declaring that we could get no nearer the *Minnesota*, and believing her to be entirely disabled, and the *Monitor* having run into shoal water, which prevented our doing her any further injury, we ceased firing at 12 o'clock and proceeded to Norfolk.

"Our loss is 2 killed and 19 wounded. The stem is twisted and the ship leaks. We have lost the prow, starboard anchor, and all the boats. The armor is somewhat damaged; the steam-pipe and smokestack both riddled; the muzzles of two of the guns shot away. It was not easy to keep the flag flying. The flagstaffs were repeatedly shot away. The colors were hoisted to the smokestack and several times cut down from it.

"The bearing of the men was all that could be expected; their enthusiasm could scarcely be restrained. During the action, they cheered again and again. Their coolness and skill were the more remarkable from the fact that the great majority of them were under fire for the first time. They were strangers to

each other and to the officers, and had but a few days instruction in the management of the great guns. To the skill and example of the officers is this result in no small degree attributable."

Immediately after the battle, Alban C. Stimers, Chief Engineer of the *Monitor*, sent the following glowing report of his participation to John Ericsson so that he would receive first-hand information of the success of his ship.

"After a stormy passage, which proved us to be the finest seaboat I was ever in, we fought the *Merrimac* for more than three hours this forenoon and sent her back to Norfolk in a sinking condition. Ironclad against ironclad. We maneuvered about the bay here and went at each other with mutual fierceness. I consider that both ships were well fought. We were struck 22 times; pilot house twice, turret 9 times, side armor 8 times, deck 3 times. The only vulnerable point was the pilot house. One of your great logs is broken in two. The shot struck just outside of where the captain had his eye, and it has disabled him by destroying his left eye and temporarily blinding the other. The log is not quite in two, but is broken and pressed inward 1½ inches. She tried to run us down and sink us, as she did the *Cumberland* yesterday, but she got the worst of it. Her bow passed over our deck and our sharp upper edge side cut through the light iron shoe upon her stem and well into her oak. She will not try that again. She gave us a tremendous thump, but did not injure us in the least. We are just able to find the point of contact.

"The turret is a splendid structure. I do not think much of the shield, but the pendulums are fine things, though I cannot tell how they would stand the shot, as they were not hit.

"You are correct in your estimate of the effect of shot upon the man on the inside of the turret when it was struck near him. Three men were knocked down, of whom I was one; the other two had to be carried below, but I was not disabled at all and the others recovered before the battle was over. Captain Worden stationed himself at the pilot house, Greene fired the guns, and I turned the turret until the Captain was disabled and relieved by Greene, when I managed the turret myself, Master Stodder having been one of the two stunned men.

"Captain Ericsson, I congratulate you upon your great success. Thousands this day have blessed you. I have heard whole crews cheer you. Every man feels that you have saved this place to the nation by furnishing us with the means to whip an ironclad frigate that was, until our arrival, having it all her own way with our most powerful vessels."

Catesby Jones' stirring report of the engagement was incorporated in the official report of Flag-Officer Buchanan who prepared it while recuperating from his wound. The report was sent to Confederate Secretary of the Navy S. R. Mallory from the Norfolk Naval Hospital and along with it went Buchanan's recommendation to promote Jones to lieutenant-command-

ant of the *Virginia* and flag-captain of the James River Squadron. But governments are slow in this regard, as the veterans of any war can assure you, so the brave Catesby Jones did not receive his well-merited promotion until more than a year later, when on May 6, 1863 "by and with consent of the Senate of the Confederate States of America", he was raised to the rank of commander, "for gallant and meritorious conduct as executive officer of the steamer *Virginia* in the action in Hampton Roads on the 8th of March" and a later action at Drewry's Bluff. Not a word was mentioned about his heroic fight with the *Monitor* and the estimable Jones promptly noted the omission. He accepted the promotion under protest, writing the Secretary of the Navy and asking him why no reference was made to that battle, when it was regarded as a victory by the Confederate Congress.

And so it had been, for on April 10th, just one month after the battle, no less a personage than Jefferson Davis himself had referred to it in his official message of transmittal as "the brilliant triumph of the squadron over the vastly superior forces of the enemy in Hampton Roads on the 8th and 9th of March." Resolutions made by the Confederate Congress soon after the engagement referred to it as a "successful attack" and a "brilliant victory."

Even though the Confederates rejoiced in their "victory" they most certainly were worse off on the *Virginia* than were the crew of the *Monitor*. The latter had suffered no deaths and only one casualty of note, the concussion received by Lieutenant Worden in the pilot house, which had caused temporary blindness and necessitated his removal to the hospital. His command was taken over by the executive officer, Lieutenant S. D. Greene, and was later given to Lieutenant William N. Jeffers.

The U. S. Navy's Assistant Secretary G. V. Fox, still on the job at Fortress Monroe, telegraphed Major General McClellan that the *Monitor* "shows a slight superiority" and that "it is too good luck to believe we are yet clear of the *Merrimac*." To Secretary Gideon Welles, he reported "the *Monitor* is uninjured and ready to repel another attack."

But, if the efficient Assistant Secretary gave the *Monitor* an even chance to cope with the *Virginia*, not so the officials at Washington. They did not recover from their original consternation of the previous day's reports and continued in their wild efforts to avert, what they felt was certain disaster. Immediate preparations were made by the Quarter-Master General Meigs and Commandant Dahlgren of the Navy Yard to sink barges of stone in the Potomac below Washington, lest the *Virginia* come to the very Capital itself.

And the Army also took upon itself a responsibility of the Navy, when it laid plans for the capture of the *Virginia*. But apparently, the Army could extend its activities beyond the shore line, for Quarter-Master General Meigs instructed his Quarter-Master at Annapolis as follows:

"Should the *Merrimac*, which did so much damage at Newport News, attempt anything at Annapolis, it is believed that the best defense would be an attack by a number of swift steamers, full of men, who should board her by a sudden rush, fire down through her hatches or grated deck, and throw cartridges, grenades, or shells down her smoke pipes; sacrifice the steamers in order to take the *Merrimac*.

"If an overwhelming force can thus be thrown on board, there will be little loss of life, though the steam transports may be destroyed.

"Of course, the steamers should be provided with ladders, planks, grapples, and other means to board with. The *Merrimac* has iron sides sloping above water to a deck about 9 feet wide; said to be an iron-grated deck. Promotion, ample reward, awaits whoever takes or destroys her."

The very busy Mr. Fox did not rest with his many activities within his own department, but while others were running around in circles he worked where it did the most good. Shortly after the battle, he telegraphed Senator James W. Grimes at Washington, advising him of the situation and asking for some real help—guns of a size not heretofore used.

I HOPE YOU WILL GIVE DAHLGREN MONEY ENOUGH TO GET UP HIS FURNACES AT ONCE. THE LESSON OF SUNDAY IS FOR TWENTY INCH GUNS. NOT A MOMENT OF DELAY SHOULD OCCUR. I HAVE NOT THOUGHT THE MERRIMAC WAS MUCH INJURED BUT WE ARE NOW BETTER PREPARED FOR HER BY THE HARBOR BEING CLEARED OF NON-COMBATANTS. EVERYBODY HERE FEELS THAT THE MONITOR CAN SINK THE MERRIMAC BUT IT WILL BE A TERRIBLE STRUGGLE. CONSIDERING THAT THE OFFICERS, CREW, AND ENGINEERS HAD A HORRIBLE PASSAGE, ARRIVED AT TEN P. M. AND HANDLED AN UNTRIED EXPERIMENT WITHOUT PREVIOUS DRILL AND WENT INTO ACTION AT EIGHT A. M. NEXT DAY, THEIR CONDUCT IS BEYOND PRAISE. I WENT ON BOARD AND THANKED THEM. DO NOT FORGET THE GREAT GUNS.

But the "terrible struggle" anticipated by the Assistant Secretary never came to pass. The *Monitor* kept watch day after day for the next appearance of the *Virginia* but never engaged her in battle. The *Virginia* had been so badly damaged by the *Monitor* and her engines were so unreliable that it was decided to dock her for repairs at the Gosport Yard.

Due to lack of materials and properly trained mechanics she was not placed in fighting condition until April 11th and in the meantime was the object of a bitter controversy between the Confederate Army and Navy regarding her future use in the war. The delay in her repairing also resulted in the removal of the commandant of the Gosport Yard, Captain French Forrest, who was replaced by Captain S. S. Lee

In the meantime also, on account of his being incapacitated from his wounds, Flag Officer Buchanan was replaced as squadron commander by Flag Officer Josiah Tatnall. On April 11th, Tatnall made a foray

## THE MONITOR AND THE VIRGINIA

into the Roads and captured three merchant vessels but did not provoke the *Monitor* to attack, apparently wary of carrying a battle to the enemy. This movement was recorded in the log book of the U.S.S. *Minnesota* as follows—

“April 11, 1862: At 6:30 A.M.: the rebel steamer *Merrimac*, with several others, came out, passed Sewell’s Point, standing in the direction of Newport News. 8 A.M. to meridian: Made signal to get under way; beat to quarters; *Merrimac* and seven other steamers in sight. Rebel steamer *Yorktown* stood toward Hampton Roads and made fast to two schooners and a brig and towed them to Sewell’s Point. The rebels are not disposed to come out of shoal water. From meridian to 4 P.M.: Still standing up and down the Roads. At 2:30 P.M., the *Merrimac* fired two shots, which were returned by the *Naugatuck*; nothing of importance transpired. At 5 the rebel steamers steamed toward Norfolk.”

Similar maneuvers were carried out at intervals for nearly a month without ever closing in an actual battle, until finally on May 11th, the *Virginia* ran aground in Hampton Roads. Although the crew worked feverishly to extricate her and avoid capture, they could not float her off. They threw practically everything overboard to lighten her, even some of her great guns, but finally gave up the attempt. She was set afire fore and aft, abandoned and allowed to blow up. The crew retreated toward Richmond since Norfolk had been captured by the Union Army.

Such was the untimely end of the magnificent *Virginia*. So great was the disappointment of the South and so clamorous were they over her loss, that charges were framed against her commander, the unfortunate Flag Officer Tatnall. A Court of Enquiry, with Captain French Forrest as president, investigated the circumstances of the *Virginia*’s destruction and after due deliberation decided as follows—“That the destruction of the *Virginia* was unnecessary at the time and place it was effected.” The responsibility was placed directly upon Tatnall and he was held for Court Martial. The court convened in Richmond on July 5th, 1862 and sat almost continuously until July 19th, hearing the evidence and deliberating on Captain Tatnall’s defense. He had been accused under three separate charges with appropriate specifications, to wit—

Charge 1—Culpable destruction of an armed steamer of the Confederate States Navy.

Charge 2—Negligence.

Charge 3—Improvident Conduct.

To the lasting honor of the Court, in the face of a Confederate public clamoring for a conviction of someone, it acquitted the captain of the charges as not being proved, writing into the record as follows:

“Such being the facts and circumstances under the

influence of which the *Virginia* found herself after the evacuation of Norfolk, it was, in the opinion of the court, only necessary for the enemy to continue to refuse battle, as he had done since it was first offered by Captain Tatnall early in April, and thenceforward to keep a strict watch about the *Virginia*, in order, when her provisions were exhausted, to make her his prize and her crew his prisoners.

“Being thus situated, the only alternative, in the opinion of the court, was deliberately and wisely done by order of the accused.

“Wherefore the court do award to the said Captain Josiah Tatnall an honorable acquittal.”

And what of the *Virginia*’s antagonist, the doughty *Monitor*—what was her ultimate fate? The Union high command, eager to follow up the capture of Norfolk by the subjugation of Richmond, ordered the iron-clad with other vessels, to proceed up the James River and destroy the fortifications along its banks. They moved up the river but eventually were stopped by the shore batteries at Drewry’s Bluff, some eight or ten miles below Richmond. The chief aids of the *Monitor* in this action were the steamers *Galena* and *Naugatuck*.

Chief among the stubborn resisters were the gun crews of the ill-fated *Virginia* under the immediate command of Lieutenant Gatesby Jones. It was for his conduct in this action that he was later cited in orders.

The failure of the Union Navy to attain its objective was due to two reasons; first, the height of the Bluff was beyond the elevation of the guns of most of the ships; second, there was no cooperation from land forces.

The *Monitor* suffered no losses or ill effects from this battle and returned to Hampton Roads. Here she remained on patrol duty until Christmas eve. She was then ordered to Beaufort, North Carolina, in contemplation of an attack upon Charleston. In order to save wear and tear on her engines, the *Rhode Island* was designated to tow her to that port. The ships waited nearly a week for favorable weather but soon after departing on December 29th, they ran into storms which belabored them severely. The next day the *Monitor* foundered, carrying with her four officers and twelve men.

Thus the end of the U.S.S. *Monitor* was as untimely as that of the C.S.S. *Virginia*. That Fate should be so unkind to the ships that changed forever the mode of naval warfare is hard to understand. But it may be that the goddess Fate did not wish that either should suffer a defeat in battle.

Iron ships and iron men—may the United States never lack for either.

“Pardon me, does this car stop at Tenth Street?”

“Yes; watch me and get off one station before I do.”

“Thank you.”

—*The Bee Hive.*



**ASSOCIATION OF SERGEANT INSTRUCTORS,  
N.Y.N.G.**

ON January 15, 1938, the sergeant-instructors on duty with the units of the New York National Guard located in Greater New York met informally in the office of the Senior Instructor, N.Y.N.G., for the purpose of organizing an association.

During this meeting it was decided that an association would be an asset to the sergeant-instructors.

Through the courtesy of the commanding officer of the 101st Signal Battalion (Major C. E. Saltzman, S.C., N.Y.N.G.) a meeting was held in the club rooms of that organization on January 29, 1938, and the association was formed.

The following-named non-commissioned officers were elected officers of the association for a period of one year:

President—Staff Sgt. John T. Gibney, S.C., assigned to Signal Units, N.Y.N.G.

Treasurer—Tech. Sgt. David C. Fletcher, C.A.C., assigned to 244th C.A., N.Y.N.G.

Secretary—Tech. Sgt. Jose M. Perez, Inf., assigned to Hq. Det. 27th Div., N.Y.N.G.

The purpose of this association is, first: to provide ways and means for the sergeant-instructors on duty with the New York National Guard to gather for such purposes as will be of interest to all, and second: to provide a means whereby matters incident to the organization, views on kindred subjects, and such other matters as may arise from time to time, may be discussed.

1—Constitution of the United States—14x17.  
 1—Declaration of Independence—14x17.  
 1—Half-tone print of the signers—John Adams, Benjamin Franklin & Thomas Jefferson.  
 All the above postpaid in mailing tube to any address for one dime.  
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SOME men are so physically and morally constituted as to see everything through a highly colored medium. They raise up a picture in the mind on every slight occasion, and give to every trivial occurrence a dramatic interest. But whatever knowledge, or talent, or courage, or other good qualities, such men may possess, nature has not formed them for the command of armies, or the direction of great military operations.  
 —Napoleon.

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**NEW INDOOR RIFLE MATCH FOR  
53rd BRIGADE**

BRIGADIER GENERAL B. W. KEARNEY, Commanding 53rd Brigade, has just announced the conditions of a new small bore tournament to be conducted between the units of the 53rd Brigade and of organizations attached to that Brigade.

The prize is to be a plaque presented by General Kearney for annual competition.

The Headquarters Company 53rd Brigade, 10th Infantry, 105th Infantry, and 106th Infantry are eligible and some stiff competition may be expected.

The conditions require teams of ten enlisted men and the course of fire includes the prone, sitting, kneeling and standing positions in slow fire and sitting and prone in rapid fire.

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**LIEUT. COLONEL JOHN D. HUMPHRIES,  
245TH C.A.**

**C**OLONEL HUMPHRIES, a native of Georgia, began his military career at the age of sixteen when he enlisted in Company C, 5th Infantry, Georgia National Guard.

At the age of nineteen, he entered the Regular Army and was assigned to the 69th Company, C.A.C., at Fortress Monroe, Va. Here he had charge of recruit training for a period, followed by an assignment with the Harbor Defense Engineer.

His service with the New York National Guard began with his assignment as one of the nine original Sergeant Instructors and during this duty he served with the 8th, 9th and 13th Coast Defense Commands and several Infantry organizations including the Provisional Company, Infantry School of Application at Peekskill.

Upon completion of a three-year detail, he enlisted in the 11th Company, 13th C.D.C. and was commissioned a 2nd Lieutenant on May 18, 1917.

Entering the Federal service on July 15, 1917, he was a student at the Battery Officers School at Fort Hamilton and was promoted 1st Lieutenant, November 28, 1917. After serving in various assignments he sailed for France where he commanded Battery F, 54th C.A.C. (RY) and participated in the St. Mihiel offensive. Returning to the United States in March, 1919, he remained on duty at Camp Dix until October 15, 1919.

Immediately following his discharge from Federal service, he assumed command of the 11th Company, 13th C.D.C. (now Battery L, 245th C.A.) and in May, 1929, was promoted to Major and assigned to command the 2nd Battalion, 245th C. A.

In addition to his service with the Regular Army and National Guard, Colonel Humphries has contributed much of his time to the training of semi-military organizations as in 1915 when, by request of the late General George W. Wingate, as Chairman of the P.S.A.L., he brought military training to the High Schools of Brooklyn and Queens and in 1924 when he assisted in the organization and training of the New York City Police Department "Riot Battalion."

He became well known to many of the New York National Guardsmen training at Camp Smith as the Commanding Officer of the P.O.D., in which capacity he served from 1927 to 1929.

Colonel Humphries received the following citation for meritorious conduct following an explosion which killed eleven men at Fort Monroe, Va.: "Though painfully burned and wounded and in face of great danger, he assisted in the removal of a large quantity of powder from the gun emplacement that threatened further disaster. He then hastened to the aid of those more seriously wounded than himself, extinguishing the flames from their burning clothing and rendering first aid and other assistance."

He is a member of the New York Society, Military and Naval Officers World War, the American Legion, the United States Coast Artillery Association, Plymouth Lodge No. 1004 F. and A. M., National Sojourners and the 13th Regiment Veterans Association.



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**GENERAL ORDERS**  
*for Sentinels*

My general orders are:

1. To take charge of this post and all Government property in view.
2. To walk my post in a military manner, keeping always on the alert and observing everything that takes place within sight or hearing.
3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from posts more distant from the guardhouse than my own.
5. To quit my post only when properly relieved.
6. To receive, obey, and pass on to the sentinel who relieves me all orders from the commanding officer, field officer of the day, officer of the day, and officers and non-commissioned officers of the guard only.
7. To talk to no one except in the line of duty.
8. To give the alarm in case of fire or disorder.
9. To allow no one to commit a nuisance on or near my post.
10. To call the corporal of the guard in any case not covered by instructions.
11. To salute all officers, and all colors and standards not cased.
12. To be especially watchful at night and, during the time for challenging, to challenge all persons on or near my post, and allow no one to pass without proper authority.

ADVT.

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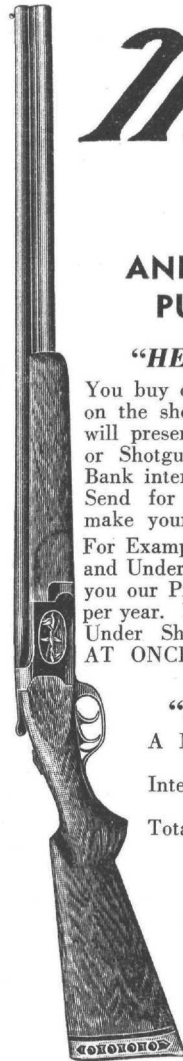
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# How it Works

THE offices and modest office equipment of the National Guard and Naval Militia Relief Society are contained within National Guard Headquarters in New York City, in the State Office Building, 80 Centre Street. The only thing missing from its office equipment is tape—red tape. It never has been part of the Society's supplies, and we hope it never will be!

Let us assume that an application for relief has been received direct, or has been made on behalf of a widow or the orphaned child of a Guardsman or Naval Militiaman who has served in either branch of those services for five years or more. An investigation of the case is made as speedily as possible. If the applicant for assistance lives in Greater New York, the investigation is conducted by some officer of the Society, or the applicant is invited to the Society's offices to lay all the facts of her case before some member of our Relief Committee. If the applicant lives in one of the smaller communities, a local commanding officer, or a chaplain, or even a local branch of the Red Cross would be asked to obtain for us the data necessary for the Relief Committee to act intelligently. The worthiness of the case and the need for relief having been established, the Relief Committee sets forth the help the Society can give, and directs the Society's Treasurer to make the payments. The payment may be in one sum, to meet pressing bills which must be paid immediately, or it may be spread regularly over a period of time. Periodic investigations are made by the Relief Committee, of which the Chairman is Colonel Joseph A. S. Mundy, Chief of Staff of the New York National Guard, to see whether the relief applicant's need has increased or diminished, or if there is any additional way in which the welfare of the widow or the fatherless child can be furthered.

Not all the benefits of our Relief Society are in the form of cash. Wherever possible, advice is given of benefits to which a widow or her children may be entitled under the law; payments on final drill checks are expedited as far as possible, and, in brief, the Society tries to do whatever it deems best and most expedient under the circumstances which confront a particular relief applicant.

At no time, though, is the effort of the Society hampered by red tape. Red tape is as unpopular in its office as membership contributions are welcome!

Who are the officers of our Society? It might be well to list them for the benefit of the men who were not in the service in the beginning of 1937, when the Society was launched:

Honorary President....Hon. Herbert H. Lehman  
 President.....Maj. Genl. William N. Haskell  
 Vice-President....Brig. Genl. Walter G. Robinson  
 Vice-President.....Rear Admiral Frank R. Lackey  
 Treasurer.....Maj. George P. Brett, Jr.  
 Secretary.....Lt. Col. John Reynolds

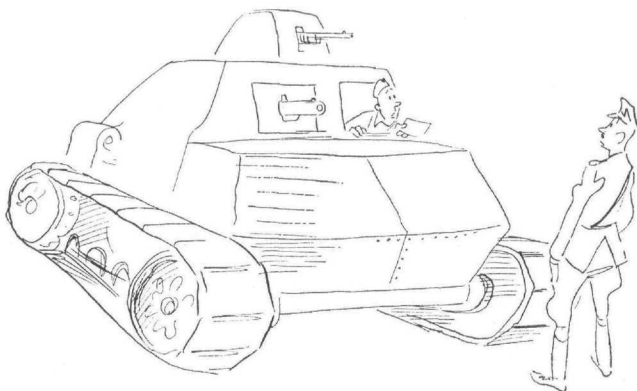
Of the above, the only officers who might need a word of identification are Major Brett, who is president of The Macmillan Company, publishers, and Colonel Reynolds, who is a lawyer and the G-2 (Intelligence Officer) of the New York National Guard.

It would be hard to find an organization of any kind with a group as able and outstanding as that which guides the destiny of the National Guard and Naval Militia Relief Society.

How are the Society's surplus funds safeguarded and invested? Those are the questions which a distinguished Finance Committee answers. The Chairman of the Finance Committee is Major General George Albert Wingate, an enthusiastic soldier and lawyer, at present (and for many years) Surrogate of Kings County, and one of the founders of our Society; Brigadier General William Ottmann, Executive Vice President of the United States Printing and Lithograph Company, and Commanding General of the Coast Artillery Brigade, and Major Knowlton Durham, a distinguished lawyer and investment counsel.

Here again is an outstanding body of men who are donating their services and the wisdom of years of experience to the interests of our Society.

Be assured that the Society is ably guided, and that its usefulness is limited only by the annual membership subscriptions (\$1 a year is what the Society asks from enlisted men, and \$2 a year—or more—from officers) which it receives from its friends and well-wishers within the military forces of the State.



"I Got a Ticket for Parking Beside a Fire Plug"

**LT. COLONEL JOSEPH FARRELL**

**L**T. COLONEL JOSEPH W. FARRELL died in Passaic General Hospital of a heart attack at the age of 61.

He was born at West Point, N. Y., the third generation of a family of military men. His father had served in the United States Army thirty years, his grandfather forty-two years. He was educated in the National Preparatory School, a military academy at Highland Falls, N. Y.

In 1898 he went to New York City as a clerk with Major General Charles F. Roe, who was in command of the New York National Guard during the Spanish-American War. He enlisted in the New York Guard in 1906 and served first with the Twenty-second Engineers and later with the Seventy-first Infantry, rising to regimental commissary sergeant and post quartermaster sergeant.

Colonel Farrell served on the Mexican border, holding the rank of captain. In 1917, when the United States entered the World War, he was commissioned a major and went with the Twenty-seventh (New York) Division to Spartansburg, S. C.

His service record notes eight battles and engagements, and he was cited "for exceptionally meritorious service" while overseas. He was mustered out of service as a lieutenant-colonel, a rank he held as finance officer of the Forty-fourth Division.



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**NAVY'S NEW SMALL ARMS BADGES**

**I**T is interesting to note that some time ago the Navy discontinued awarding the Army type of silver expert badges for qualifications in small arms practice and substituted distinctive Navy type badges suspended by ribbons. Pictures of these are shown in the accompanying illustrations. These badges are available for award to personnel of the regular Navy and of the Naval Reserve including Naval personnel of the Naval Militia.

The courses which are the bases for these awards are prescribed in the Small Arms Firing Regulations, U. S. Navy 1931 as follows:

**RIFLE COURSE B—Record practice**

Range	Kind of Fire	Time Limit	Shots	Target	Position
200	Rapid	1 min. 10 sec.	10	A	Prone from standing
200	"	1 minute	10	A	Sitting from standing
200	Slow	None	10	A	Standing
200	Surprise	3 sec. per shot	10	B	Standing
500	Slow	None	10	B	Prone
500	Rapid	1 min. 20 sec.	10	B	"

Total shot record firing.....	60
Maximum aggregate score.....	300
Qualifying score—Sharpshooter .....	240
Qualifying score—Expert .....	262

**PISTOL COURSE C—Record practice**

Range	Kind of Fire	Time Limit	Target	Position	Shots
25 yds	Timed	30 sec. for 7 shots	MB	Standing	14
"	Rapid	15 sec. for 7 shots	MB	"	14
50 yds	Slow	None	MB	"	14
"	Timed	30 sec. for 7 shots	MB	"	14

Total shots .....	56
Highest possible score.....	280
Qualifying score—Expert .....	245
Sharpshooter .....	225
Marksman .....	200

These new expert badges of the Navy are a great improvement over the earlier Army type badges, which bore no indication of the organization by which same were awarded, and the use of a distinctive ribbon for suspending the badges should also serve to stimulate interest in small arms firing in the Navy and its civilian component.

# AVERAGE PERCENTAGE OF ATTENDANCE

## MONTH OF DECEMBER, 1937

AVERAGE ATTENDANCE FOR ENTIRE FORCE (December 1-31, Inclusive) . . . . 89.03%

Maximum Authorized Strength New York National Guard..1499 Off.	22 W. O.	19500 E. M.	Total 21021
Minimum Strength New York National Guard.....1467 Off.	22 W. O.	17467 E. M.	Total 18956
Present Strength New York National Guard.....1431 Off.	21 W. O.	18499 E. M.	Total 19951

**NOTE**

(1) The small figure placed beside the bracketed figure shows the organization's standing on last month's list as compared with its present rating.  
 (2) The "How We Stand" page has been condensed into the "Average Percentage of Attendance" page by showing, beneath each organization's percentage, its maintenance and actual strength.

**102nd Q.M. Regt. 94.39% (2)<sup>3</sup>**  
 Maintenance.....235 Actual.....321

**121st Cavalry 93.93% (3)<sup>2</sup>**  
 Maintenance.....571 Actual.....607

**369th Infantry 93.80% (4)<sup>24</sup>**  
 Maintenance.....1038 Actual.....1114

**212th Coast Art. 93.26% (5)<sup>4</sup>**  
 Maintenance.....703 Actual.....744

**27th Div. Avia. 92.30% (6)<sup>12</sup>**  
 Maintenance.....118 Actual.....133

**244th Coast Art. 92.11% (7)<sup>10</sup>**  
 Maintenance.....648 Actual.....669

**165th Infantry 92.03% (8)<sup>1</sup>**  
 Maintenance.....1038 Actual.....1062

**106th Field Art. 91.60% (9)<sup>6</sup>**  
 Maintenance.....647 Actual.....680

**71st Infantry 90.84% (10)<sup>5</sup>**  
 Maintenance.....1038 Actual.....1075

**174th Infantry 90.13% (11)<sup>9</sup>**  
 Maintenance.....1038 Actual.....1066

**156th Field Art. 89.87% (12)<sup>13</sup>**  
 Maintenance.....602 Actual.....626

**Spec. Troops, 27 Div. 89.65% (13)<sup>17</sup>**  
 Maintenance.....318 Actual.....347

**101st Cavalry 89.59% (14)<sup>8</sup>**  
 Maintenance.....571 Actual.....637

**245th Coast Art. 89.56% (15)<sup>14</sup>**  
 Maintenance.....739 Actual.....789

**10th Infantry 88.81% (16)<sup>20</sup>**  
 Maintenance.....1038 Actual.....1067

**105th Field Art. 88.50% (17)<sup>21</sup>**  
 Maintenance.....599 Actual.....636

**102nd Eng. 88.10% (18)<sup>18</sup>**  
 Maintenance.....475 Actual.....475

HONOR ORGANIZATION	Aver. Pres.		Aver. %	
	No. Dr.	Abs.	Aver. Att.	% Att.
<b>101st Signal Bat. 95.23% (1)<sup>7</sup></b>				
Maintenance.....163				Actual.....168
HDQRS. & HQ. CO..	3	24	23	95
COMPANY A.....	3	66	63	95
COMPANY B.....	3	68	64	94
MED. DEPT. DET... 3	10	10	100	
	168	160	95.23%	

**104th Field Art. 87.09% (19)<sup>15</sup>**  
 Maintenance.....599 Actual.....627

**258th Field Art. 86.64% (20)<sup>22</sup>**  
 Maintenance.....647 Actual.....676

**102nd Med. Reg. 86.08% (21)<sup>11</sup>**  
 Maintenance.....588 Actual.....686

**14th Infantry 85.97% (22)<sup>16</sup>**  
 Maintenance.....1038 Actual.....1077

**105th Infantry 85.55% (23)<sup>25</sup>**  
 Maintenance.....1038 Actual.....1043

**108th Infantry 85.80% (24)<sup>23</sup>**  
 Maintenance.....1038 Actual.....1089

**106th Infantry 84.72% (25)<sup>19</sup>**  
 Maintenance.....1038 Actual.....1039

**107th Infantry 81.62% (26)<sup>26</sup>**  
 Maintenance.....1038 Actual.....1042

**State Staff 100.00% (1)<sup>1</sup>**  
 Maximum.....78 Actual.....75

**Brig. Hdqrs., C.A.C. 100.00% (2)<sup>2</sup>**  
 Maintenance.....11 Actual.....10

**Hdqrs. 27th Div. 97.05% (3)<sup>6</sup>**  
 Maintenance.....65 Actual.....68

**54th Brigade 95.34% (4)<sup>5</sup>**  
 Maintenance.....27 Actual.....44

**93rd Brigade 95.00% (5)<sup>7</sup>**  
 Maintenance.....27 Actual.....41

**87th Brigade 93.33% (6)<sup>3</sup>**  
 Maintenance.....27 Actual.....45

**51st Cav. Brig. 92.00% (7)<sup>4</sup>**  
 Maintenance.....69 Actual.....76

**52nd F. A. Brig. 91.66% (8)<sup>8</sup>**  
 Maintenance.....36 Actual.....49

**53rd Brigade 86.95% (9)<sup>9</sup>**  
 Maintenance.....27 Actual.....44

### BRIGADE STANDINGS

**51st Cav. Brig. 91.73% (1)<sup>1</sup>**  
 Hdqrs. & Hdqrs. Troop  
 101st Cavalry  
 121st Cavalry

**87th Inf. Brig. 91.64% (2)<sup>2</sup>**  
 Hdqrs. & Hdqrs. Company  
 71st Infantry  
 174th Infantry  
 369th Infantry

**Brig. Hdqrs., C.A.C. 91.62% (3)<sup>3</sup>**  
 Hdqrs. & Hdqrs. Detachment  
 212th Coast Artillery  
 244th Coast Artillery  
 245th Coast Artillery

**93rd Inf. Brig. 89.09% (4)<sup>2</sup>**  
 Hdqrs. & Hdqrs. Company  
 14th Infantry  
 165th Infantry

**52nd F. A. Brig. 88.80% (5)<sup>5</sup>**  
 Hdqrs. & Hdqrs. Battery  
 104th Field Artillery  
 105th Field Artillery  
 106th Field Artillery  
 156th Field Artillery  
 258th Field Artillery

**53rd Inf. Brig. 86.70% (6)<sup>6</sup>**  
 Hdqrs. & Hdqrs. Company  
 10th Infantry  
 105th Infantry  
 106th Infantry

**54th Inf. Brig. 83.98% (7)<sup>7</sup>**  
 Hdqrs. & Hdqrs. Company  
 107th Infantry  
 108th Infantry





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