

# Naval War College.

1892.

## OFFICERS OF THE COLLEGE.

CAPTAIN A. T. MAHAN, War College.  
 COMMANDER C. H. STOCKTON, War College.

— o —

## OFFICERS IN ATTENDANCE.

*15 Middle St. Portsmouth N.H.*

Commander	M. L. JOHNSON,	Aquidneck Hotel, Newport, R. I.
"	C. H. DAVIS,	Jamestown, R. I.
"	O. F. HEYERMAN,	Aquidneck Hotel, Newport, R. I.
Lieut. Comdr.	R. E. IMPEY,	<del>28 Clark St.,</del> <i>26 Marlborough St.</i>
"	L. C. LOGAN,	Jamestown, R. I.
Lieutenant	J. A. RODGERS,	<i>22 South Street</i> <del>Gardner House,</del> <i>Newport, R. I.</i>
"	J. C. IRVINE,	82 Mill St., Newport, R. I.
"	W. P. DAY,	<del>Aquidneck Hotel,</del> <i>7 Elizabeth St.</i>
"	J. C. WILSON,	<i>92</i> <del>26 Pelham St.,</del> " "
"	L. C. HEILNER,	108 Church St., " "
"	G. A. CALHOUN,	7 Elizabeth St., " "
"	J. H. BULL,	<i>92</i> <del>26 Pelham St.,</del> " "
"	F. H. TYLER,	27 High St., " "
"	B. T. WALLING,	82 Mill St., " "
"	H. T. MAYO,	108 Church St., " "
"	W. I. CHAMBERS,	War College, " "
"	W. P. WHITE,	27 High St., " "
"	J. L. PURCELL,	51 DeBlois Ave., " "
"	E. H. TILLMAN,	125 Church St., " "
Ensign	W. H. G. BULLARD,	" " " " " "
"	PHILIP ANDREWS,	" " " " " "
"	H. K. HINES,	20 Mary St., " "
"	N. A. McCULLY,	125 Church St., " "
"	C. B. BRITAIN,	War College, " "
<i>Lieutenant</i>	<i>J. K. Logeance</i>	<del>125 Church St.</del>
"	<i>J. N. Sears</i>	<i>Forpedo Station,</i>
	<i>War College.</i>	<i>9 St. Louis, Belknap.</i>

July 22. 1892.

Captain A. J. Mahan, U. S. N.,  
assumed command of the Naval War  
College as its President. And all  
property turned over to his charge  
by Captain J. M. Bruce

J. B. Flanders, formerly Master at Arms  
at the Training Station, appointed Janitor of  
College, at \$65.00 per month.

August 3"

A Board convened consisting of Capto.  
J. M. Bruce, A. J. Mahan and Ensign J. E. Shannon  
to define "the relations between the War College and  
the Naval Training Station." See report of Board  
(letter book "B").

August 22 -

Steam barge No. 62 (Daisy) <sup>+ Wherry</sup> by order  
of Department turned over to War College  
by Training Station, and three men viz -  
Leysman - 1<sup>st</sup> C. Termon, Ord. Sea.

Tuesday Sept. 6<sup>th</sup> 1892.

The U. S. Naval War College and Torpedo School was formally opened today at 10.30 A.M..

The opening address was delivered by Capt. A. T. Mahan President of the College. - See "B" 7.

Among those present were: Rear Admiral - John G. Walker and Staff; Commander Jewell and officers from the Torpedo Station; Capt. Duncanson and officers from the Training Station; Col. Addison Thomas Newport Artillery; Col. Mayor Thomas Coggeshall; Capt. E. O. Matthews U. S. N. and many ladies and gentlemen from Newport.

At 11.45 A.M. Naval Constructor Woodward delivered the first lecture: "The designing of War ships and the effect of injuries upon their tactical qualities".

The following members of the class reported today:

1 Commander C. N. Davis.	Lt. N. J. Mayo.
Lt. Comdr. L. G. Logan.	" F. N. Tyler.
Lieut. J. A. Rodgers.	" N. P. White.
" St. P. Day.	" J. L. Purcell.
" L. B. Neilner	" J. C. Irvine
" G. A. Calhoun	Ensign N. K. Mines.
" S. T. Halling.	" N. N. G. Bullard.
" C. S. Richman.	" Philip Andrews.
	" N. A. McJolly.

Lieut. C. S. Richman's orders were revoked and he left the same day, returning to the "St. Louis," Phila.

Officers permanently attached to the War College are: President, A. T. Mahan <sup>Captain</sup> U. S. N.  
C. H. Stockton, Comdr USN.

Wednesday, Sept. 7<sup>th</sup>, 1892.

At 10.15 am. Naval Constructor J. J. Woodward:

"The designing of War Ships and the effect of injuries upon their tactical qualities."

At 11.45 am. Lieut. Soley-Cornag Naval Militia Boston, "Naval Militia".

Many officers from the Training Station and Torpedo Station attended, also from the "Chicago".

The following members of the class reported:

Lt. Comdr. R. E. Impley.

Comdr. M. R. Johnson.

Lieut. J. B. Skilsum.

Weather clear and pleasant.

---

Thursday Sept. 8<sup>th</sup>, 1892.

At 10.15 am. Nav. Con. Woodward on the same subject.

At 11.45 am. Lieut. S. St. J. Deke on "Compass errors and compensations."

Rear Admiral Walker and Staff, many officers from the "Chicago" and from the Training Station and a German Naval Attaché, attended.

The following members of the class reported.

Comdr. O. F. Heyerman

Lieut. J. N. Bull.

Weather clear and warm.

Friday Sept. 9<sup>th</sup> 1892.

At 10.15 am. Lieut. Diehl on "Compass errors  
and compensations."

At 11.45 am. Surgeon C. A. Seigfried on "Morbific  
influences affecting seamen: their causes, sequences  
and prevention."

A number of officers of the Training Station  
attended.

The Flagship "Chicago" left Thursday night for  
New York.

Weather clear and warm.

---

Monday Sept. 12<sup>th</sup> 1892.

At 10.15 am. Captain T. A. Mahan U. S. Engineer,  
on "Coast Defences."

At 10.45 am. Captain A. J. Mahan President of  
College on "Naval Strategy, with applications to  
the Caribbean Sea."

Captain Bence and officers from the Training Station  
attended.

Lieut. E. N. Tillman reported as a member of the  
Class Saturday Sept. 10<sup>th</sup>

Weather clear and pleasant  
Thermometer at 8 am. 68°

Tuesday Sept. 13 " 1892.

Capt. J. A. Mahan U. S. A. "Coast Defense"

Capt. A. T. Mahan "Naval Strategy with  
applications to the Caribbean Sea."

Weather clear & slightly cooler.  
Ther. at 8 am. 66.

---

Wednesday Sept. 14 " 1892.

Capt. A. T. Mahan "Naval Strategy &c."

Capt. J. A. Mahan U. S. A. "Coast Defense."

Weather clear & pleasant.  
Ther. at 8 am. 69.

---

Thursday Sept. 15 " 1892.

Capt. A. T. Mahan "Naval Strategy &c."

Capt. J. A. Mahan "Coast Defense."

Weather stormy - rain.  
Ther. at 8 am. 67.

Friday Sept. 16<sup>th</sup> 1892.  
Capt. A. T. Mahan "Naval Strategy &c."

Capt. J. A. Mahan "Coast Defences."

Weather clear & fine.  
Ther. at 8 am. 70."

Monday Sept. 19<sup>th</sup> 1892.

Capt. A. T. Mahan, "Naval Strategy and Naval History."

Comdr. G. N. Stockton, "Naval Commercial and Political conditions existing in the regions to be affected by the Inter-oceanic Canal, and the probable changes resulting therefrom."

Weather clear & fine.  
Ther. at 8 am. 65"

Tuesday Sept. 20<sup>th</sup> 1892.

Comdr. G. N. Stockton, "Naval Commercial &c."

Surgeon Chas. A. Sigfried, "The common universal disease causes, and an explanation of the changes in our supplies."

Capt. Barker, whose ship the "Philadelphia" arrived in the bay this morning called to pay his respects.

Weather clear & fine. Ther. @ 8 am. 64."

Surgeon Neilson U. S. A. attended the lectures.

Wednesday Sept. 21<sup>st</sup> / 1892.

Capt. A. T. Mahan, "Naval Strategy & Naval History."

Commander C. N. Stockton, "Naval, Commercial & Pol."

Weather cloudy with light showers.  
Ther. at 8 am, 64°

---

Thursday Sept. 22<sup>nd</sup> / 1892.

Commander C. N. Stockton "Naval, Commercial & Pol."

Naval Constructor Taylor "Speed trials of Ships of War."

Weather clear & fine,  
Ther. at 8 am, 69°

---

Friday Sept. 23<sup>rd</sup> / 1892.

Naval Constructor Taylor "Speed trials of Ships of War."

Commander C. N. Stockton, "Naval, Commercial & Pol."

Weather cloudy & slightly cooler,  
Ther. at 8 am, 64°

---

Monday Sept. 26<sup>th</sup> / 1892.

Commander C. N. Stockton "Naval, Commercial & Pol."

Medical Dir. Dean, U.S.N. "Naval Hygiene."

Weather clear & fine, Ther. at 8 am, 64°

Seventy five tons of Coal placed in H.C. Sat. Sept. 24<sup>th</sup> 92

Tuesday, Sept. 27, 1892.  
At 10 AM - Med. Dir. Dean - "Naval Hygiene".

Rt. J. N. Fears - "The Naval lessons of the late  
Chilian Civil War."

Capt. Bunn & officers from Station <sup>and Surgeon Nelson, U.S.N.</sup> attended,  
Weather clear & cool.  
Ther. at 8 am. 61.

---

Wednesday Sept. 28, 1892.

Rt. J. N. Fears - "The Naval lessons of the late  
Chilian Civil War."

Med. Dir. Dean - "Naval Hygiene".

Capt. Bunn & officers, <sup>and Surgeon Nelson, U.S.N.</sup> non-attended.  
Lieut. J. K. Cogswell reported at 10 am, as a  
member of the class.

Weather - clear & cool.  
Ther. at 8 am. 69.

---

Thursday, Sept. 29, 1892.

Med. Dir. Dean - "Naval Hygiene".

Rt. J. N. Fears - "The Naval lessons of the late  
Chilian Civil War."

Capt. Bunn & officers from Station attended.

Weather - clear & fine.  
Ther. at 8 am. 62.

Friday Sept. 30<sup>th</sup> 1892.

Med. Dir. Dean - "Naval Hygiene."

Lt. Comdr. A. R. Lunden - "Arms for War Ships."

Capt. Ponce & officers attended.

Weather clear & fine.

Ther. at 8 Am. 62.

---

Monday Oct. 3, 1892.

Comdr. P. J. Harrington - "The Ram & its Tactics."

Lieut. J. S. Meigs U.S.N. "The Gun <sup>and</sup> its Tactics."

Capt. A. J. Mahan - "Naval History."

Weather cool & cloudy.

Ther. at 8 Am. 59."

Sunday aft. at 2 P.M. started fires in furnace.

---

Tuesday, Oct. 4<sup>th</sup> 1892.

Lieut. Meigs - "The Gun and its Tactics."

Comdr. Harrington - "The Ram and its Tactics."

Capt. Mahan - "Naval History."

Weather clear & cool.

Ther. at 8 Am. 54."

Wednesday Oct. 5<sup>th</sup> 1892.

Comdr. P. <sup>A</sup>Harrington - "The Ram & its Tactics."

Lieut. Meigs - "The Gun & its Tactics."

Weather clear & rainy.  
Ther. at 8 am. 49°.

---

Thursday Oct. 6<sup>th</sup> 1892.

Lieut. Meigs - "The Gun & its Tactics."

Comdr. Harrington - "The Ram & its Tactics."

Captain Mahan - "Naval History."

Weather clear & cold.  
Ther. at 8 am. 51°.

---

Friday Oct. 7<sup>th</sup> 1892.

Lieut. Meigs - "The Gun & its Tactics."

Comdr. Harrington - "The Ram & its Tactics."

Lieut. Meigs left in the 12.15 P.M. boat.  
U. S. J. S. Portsmouths arrived about 8 P.M.

Weather clear & pleasant.

Ther. at 8 am. 51°.

Monday, Oct. 10, 1892.

Comdr. Harrington "The Ram and its Tactics."

Capt. Mahan "Naval History."

Capt. Mahan "Naval History."

Weather clear & pleasant,  
Ther. 8 am, 53°

---

Tuesday, Oct. 11, 1892.

Comdr. Fickett, "Preparations for War."

Lieut. J. B. Murdock, U.S.N. "Electricity Applied to War Ships."

Weather clear,  
Ther. 8 am, 52°

---

Wednesday, Oct. 12, 1892.

Lieut. Murdock "Electricity Applied to War Ships."

Capt. Mahan "Naval History."

Weather clear & cool,  
Ther. 8 am, 50°

Thursday, Oct. 13<sup>th</sup> 1892.

Capt. Mahan - "Naval History."

Lieut. Myrdock - "Electricity applied to War Ships."

Weather clear & pleasant.

Ther. 8 am, 62°.

---

Friday, Oct. 14<sup>th</sup> 1892.

Capt. Mahan - "Naval History."

Lieut. St. J. Chambers - "The Niagara Canal."

Weather clear warm.

Ther. 8 am, 65°.

Stage coach made the first trip of the season today, carrying the officers from Stewart's Stable, Pelham St. at 9:30 am. <sup>and</sup> returning with them at 1 Pm.

---

Saturday, Oct. 15<sup>th</sup> 1892.

Lieut. St. J. Chambers - "The Niagara Canal."

Capt. Mahan - "Naval History."

Weather clear & pleasant.

Ther. 8 am, 56°

Monday, Oct. 17, 1892.

Capt. Mahan, "Naval History."

P. A. Eng. J. N. Sullis, "Modern Steam Eng-  
gine Coal Endurance."

Capt. Mahan, "Naval History."

Weather cloudy + cold.  
Ther. 8 am. 49.

---

Tuesday, Oct. 18, 1892.

P. A. Eng. Sullis, "Mod. Steam Eng. & Coal Endurance."

Capt. Mahan - "Naval History."

Weather clear + cloudy.  
Ther. 8 am. 54.

---

Wednesday, Oct. 19, 1892.

Capt. Mahan - "Naval History."

P. A. Eng. Sullis - "Mod. Steam Eng. & Coal Endurance."

Weather cloudy + windy.  
Ther. 8 am. 57.

Thursday, Oct. 20, 1892.

Det. Eng. Hollis, "Mod. Steam Eng. & Naval Architecture".

Jurgem Figgfried - "Naval Hygiene".

Weather cloudy.

Ther. 8 am, 55°.

Friday, Oct. 21, 1892.

Holiday

Weather clear.

Ther. 8 am, 56°.

Monday, Oct. 24, 1892.

Jurgem Figgfried, "Naval Hygiene".

Lieut. McLean, "Whitehall Torpedos".

Weather clear. Ther. 8 am, 55°.

Lt. J. M. Sears, reported at 10 am, as officer attached to College.

Tuesday, Oct. 25, 1892.

Lieut. McLean, "Whitehall Torpedos".

Comdr. Stockton, "Strategic features of the Pacific".

Weather clear & pleasant.

Ther. 8 am, 54°.

Wednesday, Oct. 26<sup>th</sup>, 1892.

Comdr. Fickett, "Strategic features of the Pacific."

Lt. Drake, U.S.N. - "Howell Torpedos."

Weather, cold & rainy.

Ther. 8 am. 52."

---

Thursday, Oct. 27<sup>th</sup>, 1892.

Comdr. Fickett, "Strategic features of the Pacific."

Lt. Drake - "Howell Torpedos."

Weather clear & fine

Ther. 8 am. 54."

---

Friday, Oct. 28<sup>th</sup>, 1892.

Lt. St. J. Chambers - "Mine Signals - by En. Millard."

Lt. Drake, "Howell Torpedos."

Weather slightly cloudy.

Ther. 8 am. 52."

---

Saturday, Oct. 29<sup>th</sup>, 1892.

Lt. St. J. Chambers, "Mine Signals - by En. Millard."

Comdr. F. S. Jewell, "The Torpedo in Mine Warfare."

Weather clear. Ther. 8 am. 51."

# STAR COLLEGE

## Dedication of the New Naval Academy.

### Capt. Mahan's Eloquent Ad- dress Given in Full.

#### Admiral Walker and Many Other Officers Present.

#### An Exhaustive and Able Review of the Science of War.

Yesterday morning at 10.30 o'clock, after an inspection by officers of the navy, city officials and others, the new United States Naval War College, on Coasters Harbor Island, was dedicated under very favorable circumstances.

The day was perfect and those who attended the ceremonies were well pleased. It was the intention of Assistant Secretary Soley to be present on this occasion, but he was prevented by press of other official duties.

Of the 22 officers, who have been ordered to attend the first course which lasts until October 30, 17 have already reported and the remainder will report very probably today.

To Assistant Secretary Soley, Rear Admirals Luce and Walker, with Captain Mahan, the present president of the college, the officers of our now rapidly advancing modern navy, owe their thanks to these officials for their untiring and successful efforts to bring about the erection of such an institution, that is certainly a credit to our service.

The Chicago was sent here especially to allow Admiral Walker and his officers to be in attendance upon its opening and it must surely have been a joyful sight to these officers, who have done so much to bring about its work and benefits, to behold the distinguished admiral, who attended yesterday.

Among those who attended were Rear Admiral Walker and many of the officers of the Chicago, Commander Jewell and officers of the Torpedo Station, Capt. Bance and officers of the Training Station, ex-Mayor Coggeshall, Col. Addison Thomas of the Newport Artillery, Capt. E. O. Matthews and Lieut. Winslow of the Cushing, and many ladies and gentlemen who heard Capt. Mahan in an able and most highly commendable manner give the opening address for

To my urgent and repeated requests the assistant secretary gave no more than a conditional promise; and I owe only to myself that I so far depended upon it, as to have deferred to the last three days such hurried preparations as I have made, personally, to meet this audience, and, in so far as in me lies, replace the loss which we have to regret. To the embarrassment of scanty time, for which I have to blame my want of prevision, is added in my case the fact that I have already, on a former opening, delivered an address in which I explained at some length the objects and aims of the college, from my own point of view; which I may add was that of my then immediate superior, the chief of the bureau of navigation, who today is with us as the commander of the squadron of evolution. Had that address then gone no further, it might now, after the lapse of four years, have been resurrected, like the sermon from the proverbial barrel, and done duty again; but having incautiously been allowed to pass into print, and somewhat widely distributed within the service, this resource is not now open to me.

Like all new departures, however, the college has to encounter, not merely constructional difficulties, but the friction which inevitably attend every effort to do something which has not been done before, and which formed the subject of my former address. It has to encounter the more formidable, because more discouraging, obstacles of direct objection, based often on reasonable grounds; more often, perhaps, on unconsidered prejudice. Of the former, the reasonable criticism, I shall now only say that I trust there will always be found, in the college representatives, an open and dispassionate mind, ready to receive, consider and profit by suggestions from whomsoever coming. I propose today to devote my remarks only to those objections which, while superficially plausible, are, I am convinced, due to the lack of reflection and to the tendency we all have to be influenced by words or phrases, without pausing to reflect that, in their true and commonly received meaning, they are not really applicable to the thing to which they are, for the moment, applied.

Take, for instance, the word "obsolete." I doubt if there is any one word in the language that has done so much harm to the U. S. navy as this little one, in its misapplied, yet common use, during a period of years with which I and many of my hearers have been contemporary. The ship built today, it has been freely said, will be "obsolete" 10 years hence; nay, we were fortunate if we escaped the stronger, yet equally positive assertion, that the ship laid down today will be "obsolete" by the time she can be launched. What was the result of this seemingly slight and harmless exaggeration of talk? Why, simply this: That with all the valuable services and prestige of the navy during the civil war, with the popular favor still green, with Farragut scarcely yet in his grave, everything like naval advance was stopped, because of the threat of obsolescence. "Of what use," asked the unprofessional citizen, safe in an immense pro-

put forward the largest reserve of ships of the older types, will win the struggle.

So much for "obsolete." Before passing, however, to the word upon whose erroneous application I desire chiefly to fix your attention, I want today to allude to an idea closely akin to "obsolete," which, though widely spread and accepted, has not, so far as I knew, been formulated into a phrase, with which to pass current. I allude to the view that naval history, in which is embodied the naval experience of past ages, has no present utility to us. When I was first ordered to the college, before even I had begun to develop the subjects intrusted to me, an officer, considerably my senior in rank, asked what I was going to undertake. On my naming naval history, he rejoined, "Well, you won't have much to say about that." The words, I fear, voiced a very general feeling, an impression, of that vague and untested character which is ever to be deprecated when it is allowed to become a potent factor in determining action. It struck, I am free to confess, a chord in my own breast; nay, I am glad to avow that it did so, for whatever small value my own opinion may possess I can lose nothing, but rather gain, by the admission that study and reflection have resulted in displacing that most powerful of resistant forces, an unintelligent prejudice. I am, however, happy to be able to support my own conclusions, which rests upon no proofs of personal capacity for the management of modern naval fleets, by that of one of the foremost admirals now living, belonging to the largest navy in the world. The name and repute of Admiral Phipps Hornby is known, I presume, to all naval officers; certainly to his own service, where he has commanded the most modern fleets with distinction, his opinions are quoted with respect, not far removed from reverence. In a letter he was kind enough to write me on a published work of mine, which embodied the results of my lectures at this college, he said: "I am glad to see that, like the German army, you base your conclusions upon the history of the profession."

I come now to the matter upon which I wish more particularly to speak; and here again I will illustrate by one of those casual conversations, which, like straws, often show more clearly than deliberate utterances how the wind of professional prejudice is blowing. I was in Washington a few months ago, and coming out of one of the clubs I met on the door steps a couple of naval officers. We stopped to talk, and one asked me: "Do you expect a session of the college this year?" I replied that I hoped so. "Well," he said, "are you going to do anything practical?" I recognized my enemy at once in the noble word "practical," which has been dropped like an angel of light out of its proper sphere and significance and made to do duty against its best friends, as a man's foes are often those of his own household. I endeavored to get out of the scrape, which would involve an extempore discussion of the true scope and meaning of the word practical by resorting to the

which th... well known... fitted, and was listened to with profound attention.

The address was as follows:

LADIES AND GENTLEMEN—It had been my hope, and I may say my expectation, that upon this occasion when, after a prolonged, and to some extent disastrous, interruption of its career of usefulness, the War College is about to resume its course under new auspices and with better hopes, the opening ceremonies would have been signalized by a formal address from the assistant secretary of the navy. To him, under the secretary himself, is mainly due that a start this year has been made at all. He has been in past years, and from the very origin of the college, closely connected with it, both generally, by sympathy with its ideas and especially as a most able lecturer upon international law; and it is probable that some of those now among my hearers may have been so fortunate as to at former sessions, hear his admirable exposition of its principles with particular reference to the circumstances of naval officers, and the perplexities which they may encounter. Their associating of the past, together with his present official position, combined to indicate him positively as the most proper person to deliver this opening address; for, in addition to the strong personal reasons I have mentioned, his presence would have been the manifest token of the cordial interest now extended by the Navy Department, the want of which was hardly felt in the past, strong, and I may boldly say, not an unsuccessful effort, to develop the art of naval war. The premature object that all upon our early endeavors, did not wholly obliterate the recognition of the decisive advance, made during our brief and checkered existence. Of this, I have had the assurance, both directly by word and indirectly by action, from so many that attended the former courses, that no self-deception can account for the conviction I now express, of the results obtained by those, of whom I was for most of the time the nominal head.

ing in the use of this word and its ideas, "of what use to build ships which are so soon to be obsolete? Let us wait until we have reached something that will not become obsolete." So we waited, with our hands and energies ironed by the little word "obsolete," until, less than 10 years ago, the material of the American navy was the derision of the world and the mortification of our officers; and even now, despite the judicious and untiring efforts of recent secretaries, we have not, and for some years to come will not have, a navy commensurate to our national importance, or fitted to fulfil the fast growing sense of our proper sphere and influence in the world outside our border. Within two years I have seen the American navy styled a phantom fleet by an English newspaper of the first rank.

How ready, all this time, the country really was to respond to an intelligent presentation of the necessities of a navy, has been shown by the liberal appropriations, and yet more by the liberal expressions of men of all parties and shades of opinion; despite this being a time, in which until very lately party divisions turned more on tradition than on living issues. What stopped advance was not the unwillingness of the country, but the cry of "obsolete." Yet in what other practical walk of life is advance thus conditioned? What technical calling refuses to make a step forward, because the ground it reaches today will be abandoned tomorrow? Who would ever dream of saying that iron rails are obsolete, in the sense that they are of no use at all, because steel rails are found to be better? And finally, before quitting the subject, what is the last, and in my judgment most rational expression, of foreign professional opinion, concerning these so-called "obsolete" ships? Simply, yet most significantly, this: That the nation which, in the later stages of a war, be it long or short, when the newest ships have received their wear and undergone their hammering, the nation which then can

Socratic method, liberally practiced by the modern Irish, which would throw the burden of explanation upon my questioner. "What do you mean by practical?" I said. The reply was a little hesitating, as is apt to be the case to a categorical question, and after a moment's pause he said: "Well, torpedo boats and launches and that sort of thing."

Of course, I knew in a general way what was coming, when I asked my question; nor did I in the least contest the application of the word practical to torpedo boats or launches. Concerning the latter, in fact, it was a recommendation of my first report as president of the college, that such should be provided for practising the far more delicate and difficult management of the ram in action—a problem with which, I am bold to say, the naval mind has not begun to deal. But, while willing to concede this positive meaning, given to the word practical, I do most decidedly object to the implied negative limitation, which confines it to the tangible utilitarian results, to that which can be touched, weighed, measured, handled, and refuses to concede the honor of "practical" to those antecedent processes of thought and reflection, upon which the results of rational human effort always depend, and without which they cannot be reached—unless, indeed by the bungling, tedious and painful method which is called "butt end foremost." It is to this view of the matter, and to the full legitimate force of the word "practical," that I wish today to direct your attention; for the limitation so frequently imposed on it, and so generally accepted by thoughtless prejudice, is the great stumbling block in the way of the college, just as I have tried to show that the word "obsolete," so long held the United States navy in a state of suspended animation.

In discussing the word "practical," I do not of course propose to go into its etymology, for the sake of making a barren argument as to what it ought to mean. I intend to accept it in its common significance, as familiar to us in current

bricklayer put them down to you think so, gather your mechanics and your hod carriers, provide your material of bricks and mortar, and then, setting to work without your designs and calculations, rejoice in the evidence of practical efficiency you have displayed to the world.

All the world knows, gentlemen, that we are building a new navy—process has begun, is going on, and its long continuance is an avowed purpose. We are to have a navy adequate to the sense of our needs; and that sense is bound to expand as our people appreciate more and more, and as they are beginning to realize more and more, that a country's power and influence must depend upon her hold upon regions without her own borders, and to which the sea leads. The influence of the little British islands gives a lesson our people will surely learn. Well, when we get our navy, what are we going to do with it? Shall we, like the careless officer of the deck, wait for the emergency to arise? If we do, we shall pretty surely leap without much looking. Or do you think that when the time of war comes you will find a vade mecum, a handy pocket manual, the result of other men's labors, which will tell you just what to do; much like one of those old seamanship problems: Biding to a single anchor and ebb tide with the wind on the starboard bow and a shoal on the port quarter, get underway and stand out to sea. A remark to that effect was made by an officer, a commander now afloat, who I think is regarded by all as one of our most intelligent, as he certainly is one of our most advanced men. "I thought," he said, in discussing some naval problems, of the kind with which the college proposes to grapple "that, the case arising, I could turn to some work where the dispositions of a fleet, of a convoy, and other various questions connected with maritime expeditions would be treated and their solutions stated; but I find there is none and I myself do not know." At present the

[Continued on 5th Page.]

speech; and I propose to maintain that, in that sense, it is just as applicable to the processes of thought which precede action, as it is to the action which follows thought and reflection, the only difference being that, taking the whole process of thought and action together, the thought which dictates the action is more practical, is of a higher order of practicalness than the result and action itself. Of this the old and common proverb "Look before you leap," is a vigorous presentment. The word "practical," however, has become so warped—not in its meaning, but in its application—that the practical man is he who disdains the theoretical process of looking—that is who will have no study, no forethought, no reflection—but simply leaps—that is, acts.

Of course, when one reaches a reductio ad absurdum—if you do—the victim cries out: He never meant any such thing. Neither does the man who leaps without looking mean to reach the possibly uncomfortable berth in which he lands. But let it be observed, it is not man's nature to leap without looking; the irrational brute don't do that. Men leap without looking, because they have failed to prepare, because they have neglected the previous processes of thought and reflection, and so, when the sudden call for action comes, it is "leap at all hazards;" and so, to quote Holy Writ, while they are saying "peace and safety," "sudden destruction comes upon them like travail upon a woman with child and they cannot escape." How often have we—I speak at least to men of my own time—been told that the presence of mind consists largely—for the average man mainly—in preponderance of mind, "When you take the deck, think what you will do in any emergency likely to arise—a man falls overboard, a collision threatens from this or that quarters, land or reef may be unexpectedly sighted. Good. But is the thought, which is simply study without books, less practical than the resultant action? Is it less practical, even if no call for action arises?

Let us, for illustration, draw upon an art which has supplied many useful analogies to describe processes of gradual developments—that of the architect. Before erecting a building, be it one of simple design and unpretentious appearance, like that in which we are now seated, or be it one of the complicated and elaborate designs which decorate the Cliffs of Newport—what careful study, plotting and planning, goes on in the offices of the architect! What calculations to ensure convenience—to economize space—to please the eye. It is pure students' work, be it said, which lie, not merely the experience of the architect, but also years of patient study devoted to mastering the principles of his art, as embodied in the experience of his predecessors. Before a brick is laid, perhaps before the sand is turned, the complete design—the future house—exists upon paper?

Is all this prior labor of the architect in his office, and all the varied study that has enabled him to perform it not "practical," and does the "practical" work begin only when the carpenter and the

little or no interest, and consequently there are no results. In what other department of modern life, is lively professional interest unaccompanied in this life by publication? In what other is there found a total respect of the great medium of the press, by which men communicate their thoughts to others, and at the same time an active gathering and dissemination of results? Nay—in other branches of our own profession—in gun construction, in ship construction, in engine building, in navigation, there are treatises in plenty, indicating that interest is there—that there is life; but when we come to the waging of war there is silence, because there we meet sleep, if not death. It was said to me by some one: "If you want to attract officers to the college, give them something will help them pass their next examination." But the test of war, when it comes, will be found a more searching trial of what is in a man. Navies exist for war; and if so, the question presses for an answer: "Is this neglect to master the experience of the past, to elicit, formulate and absorb the principles?" Is it "practical" to wait till the squall strikes you before shortening sail? If the object and aim of the college is to promote such study, to facilitate such results, to foster and disseminate such ideas, can it be reproached that its purpose is not "practical," even though its methods may be at first tentative and its results imperfect?

The word "practical" has suffered and been debased by a misapprehension of that other word "theoretical," to which it is accurately and logically opposed. Theory is properly defined as a scheme of things which terminates in speculation, or contemplation, without a view to practice. The idea was amusingly expressed in the toast, said to have been drunk at a meeting of mathematicians, "Eternal perdition to the man who would degrade pure mathematics by applying it to any useful purpose." The word "theoretical" is, therefore, rightly and legitimately applied only to mental processes that end in themselves—that have no result in action; but it has, by a natural, yet most unfortunate, confusion of thought, come to be applied to all mental processes whatsoever, whether fruitful or not, and has transferred its stigma to them, while

a pin. BOURRIENNE said nothing, perhaps he may have thought the matter not "practical"; but a few weeks later, after the battle, (Marengo I think) had been fought, he was seated by the general's side in his military traveling carriage. The programme had been carried out, and he recalled the incident to Bonaparte's mind. The latter himself smiled at the singular accuracy of his predictions in the particular instance.

The question I would like to pose, will in the light of such an incident, receive of course but one answer. Was the work the general was engaged on in his private office, this work of a student, was it "practical?" Or can it by any reasonable method be so divorced from what followed, that the word "practical" only applies farther on. Did he only begin to be practical when he got into his carriage to drive from the Tuileries, or did the practical begin when he joined the army, or when the first gun of the campaign was fired? Or, on the other hand, if he had passed that time, given to studying the campaign, in arranging for a new development of the the motived war, and so gone with his plans undeveloped, would he not have done a thing very far from "practical."

But we must push our inquiry a little farther back to get the full significance of Bourrienne's story. Whence came the facility and precision with which Bonaparte planned the great campaign of Marengo? Partly, unquestionably, from a native genius rarely paralleled; partly—but not by any means wholly. Hear his own prescription: "If any man will be a great general, let him study. Study what? Study history. Study the campaigns of the great generals—Alexander, Hannibal, Caesar," (who never smelt gunpowder, nor dreamed of ironclads) "as well as those of Turenin, Frederick and myself, Napoleon." Had Bonaparte entered his cabinet to plan the campaign of Waterloo, with no other preparation than his genius, without the mental equipment and the ripened experience that came from knowledge of the past acquired by study, he would have come unprepared. Were, then, his previous study and reflection, for which the time of action had not come, were they not "practical," because they did not result in immediate action? Would they ever have been not

second, the opportunity for putting in practice what is there learned. But neither in study previous, nor in practice, is any provision being made for the stern test of war; nor do the occupations of peace provide other than a part, and that the smaller part, of the equipment there needed. The college has been founded with a view to supply the preparation, by antecedent study, and by formulation of the principles and methods by which war may be carried on to the best advantage. That this purpose is "practical," seems scarcely open to question. That success may be attained only after many mistakes and long effort, is merely to say that it shares the lot of all human undertakings.

The address lasted 40 minutes and at its conclusion the speaker was applauded heartily and congratulated by many present.

After an intermission of 15 minutes Naval Constructor Woodward spoke a length on the subject of naval architecture in a most finished manner.

The lectures and instructions will be given hereafter during the course from 9 a. m. until 2 p. m.

The members who have thus far reported are Commander C. H. Day, Lieutenant Commanders L. C. Logan and C. H. Arnold, Lieutenants John A. Rogers, W. P. Day, L. C. Heilner, G. A. Choane, B. F. Walling, H. T. Mayo, F. Tyler, W. P. White, J. L. Durcell, J. Irvine and C. T. Richards and Ensigns W. H. G. Bullard, Philip Andrews, N. McCully, Jr., and H. K. Hines.

## WAR COLLEGE.

Continued From First Page.]

matter is perhaps of little consequence; but will it not be unfortunate for the responsible officers to be in like plight, when the call for action arises.

It is a singular comment upon the line in which naval thought has long been running, that the reproach to the French navy, though it was then a very accomplished service, near 100 years ago, by one of its most thoughtful members, is equally applicable, perhaps even more applicable to the naval profession of all countries in our own day. "The art of war," said the writer, "is carried to a great degree of perfection on land, but it is far from being so at sea. It is the object of all naval tactics, but it is scarcely known among us except as a tradition. Many authors have written on the subject of naval tactics, but they have confined themselves to the manner of forming orders or passing from one order to another. They have entirely neglected to establish the principles for regulating conduct in the face of an enemy; for attacking or refusing action; for pursuit or retreat, according to position or according to relative strength of the opposing forces."

This is painfully the case now. Not only during the time I was actually resident here, but in the four years that have since then elapsed I have made a practice of sending for the catalogues of the leading military and naval book sellers, at home and abroad, and carefully scanned their lists. Whatever could be found bearing in anyway on the art of naval war I have had ordered for the college library; with the result that a single one of the short book shelves you can see down stairs, contains all that we have to show on the subject of naval tactics; and of that space nearly one-half is occupied with elaborate treatises upon the tactics of sailing ships, Paul Haste to Chopard. Of the remainder, none can be quoted as an authority; and it may be questioned if any rises to the dignity of a systematic, well-digested system. They are simple, short essays, more or less suggestive; but that they possess no great weight is evident from the fact that the authors' names suggest nothing to the hearer.

The significance of this fact, however, does not lie in the mere absence of treatises. Did such exist, had we the vade mecum, the pocket manuals, with their rules and standards, the work of some one or two masters in the art, their usefulness to the profession would be very doubtful, if they did not provoke others to search for themselves—to devote time and thought to mastering the facts, and the principles, upon which the supposed masters had based their own conclusions. War cannot be made a rule of thumb; and any attempt to make it so will result in disaster, grave in proportion to the gravity with which the issues of war are ever clothed.

No; the lamentable fact indicated by this meagre result is that the professional mind is not busying itself with the considerations and principles bearing upon the conduct of war. There

"practical" has walked off with all the honors of a utilitarian age.

If, therefore, the line of thought, study, and reflection, which the war college seeks to promote, is justly liable to the reproach that it leads to no useful end, can result in no effective action, it falls justly under the condemnation of not being "practical." But it must be frankly and fearlessly said that the man who is prepared to apply this stigma to the line of the college effort must also be prepared to class as not "practical" men like Napoleon, like his distinguished opponent, the Austrian Archduke Charles, and like Jomini, the profuse writer on military art and military history—whose works, if somewhat supplanted by newer digests, have lost little or none of their prestige, as a profound study and exposition of the principles of warfare.

Jomini was not merely a military theorist, who saw war from the outside. He was a distinguished and thoughtful soldier, in the prime of life during the Napoleonic wars, and of a contemporary reputation such that, when he deserted the cause of the emperor, he was taken at once into a high position as a confidential adviser of the allied sovereigns. Yet what does he say of strategy. Strategy is to him the queen of military sciences; it underlies the fortunes of every campaign. As in a building, which, however fair and beautiful the superstructure, is radically marred and imperfect if the foundation be insecure—so, if the strategy be wrong, the skill of the general on the battlefield, the valor of the soldier, the brilliancy of victory, however otherwise decisive, fail of their effect. Yet how does he define strategy, whose effects, if thus far reaching must surely be esteemed "practical?" "Strategy," he says, "is the art of making war upon the map. It precedes the operations of the campaign, the clash of arms on the field. It is done in the cabinet, it is the work of the student, with his dividers in his hand and his information laying beside him. It originates, in other words, in a mental process, but it does not end there, therefore it is practical.

Most of us have heard an anecdote of the great Napoleon, which is nevertheless so apt to my purpose that I must risk the repetition. Having had no time to verify my reference I must quote from memory, but of substantial accuracy I am sure. A few weeks before one of his early and most decisive campaigns his secretary, Bourrienne, entered the office and found the general, as he then was, stretched on the floor with a large map before him. Scattered over the map, in what to Bourrienne was confusion, were a number of red and black pins. After a short silence the secretary, who was an old friend of school days, asked him what it all meant. The general laughed good naturedly, called him a fool, and said: "This set of pins represents the Austrians and this the French. On such a day I shall leave Paris. My troops will then be in such positions. On a certain day, naming it, I shall be here, pointing, and my troops will have moved there. At such a time I shall cross the mountains, a few days later my army will be here, the Austrians

"practical" had the time for action never come to him?

As the wise man said, "There is a time for everything under the sun," and the time for one thing cannot be used as the time for another. There is a time for action—all concede; few consider duly that there is also a time for preparation. To use the time of preparation for preparation, whatever the method, is practical; to postpone preparation to the time for action is not practical. Our new navy is preparing now; it can be scarcely he said, as regards its material, to be yet ready. The day of grace is still with us—or with those who shall be the future captains and admirals. There is time yet for study; there is time to imbibe the experience of the past, to become imbued, steeped, in the eternal principles of war, by the study of its history and of the maxims of its masters. But the time of preparation will pass—some day the time of action will come. Can an admiral sit down, and re-entire his intellectual grasp of the problem before him, by a study of history—which is simply a study of past experience? No; so; the time for action is upon him, and he must trust to his horse sense (and be thankful if it does not turn out to be jackass sense). The mere administration and correspondence of a fleet leaves all too little time. Even with captain the administration of a single ship of the modern type makes demands that leave little time for the preparation of study. Farragut bewailed this burden; and Napoleon himself admitted, in his late days, that he never did better work than in his first campaign, to which he brought preparation indeed, but the preparation rather of the student than that which is commonly called "practical." The explanation he gave was this: That in the first, though inexperienced, he had more time for thought, more time maturely to consider and apply the knowledge he possessed, and which he then owed not to what is commonly called "practical work," but to habits of study. Ten years later he had had much more practice, but he did not try to excel the early work, for which his chief preparation lay in a course of action what is now commonly denominated as "theoretical." At the later day the burden of administration lay too heavy, but he had so used his time of preparation that, though he did not improve, he was able to bear it.

Bonapartes, doubtless, are rare—for which very reason, perhaps, that which he found necessary cannot be inexpedient for lesser men—and below the rank of great genius few can expect to attain even the highest degree of excellence; but we all look forward to command, in one way or another, and command in our profession means liability to be called on for action, of a rare and exceptional type, for which preparation by previous action may not, probably will not, have been afforded. To each and all of us that test may come, and according to our previous preparation it may be opportunity, or it may prove to be ruin. Let us not deceive ourselves by the unquestionable excellence that our service has attained in the common and peaceful line of its daily duties. That it has so done has been due to two causes: First, the admirals

Wednesday May 10<sup>th</sup> 1893.

Captain A. S. Mahan detached from command of the Royal Star College. <sup>is</sup> ordered to the command of the U. S. S. "Chicago."

Lt. H. J. Chambers ordered on temporary duty, to command the tug "Fortune" in connection with the trial trips of U. S. S. "New York."

Commander C. H. Stockton in charge of Star College.

Lieut. J. N. Sears, attached to College.

" H. J. Chambers " " (-away on temporary <sup>duty</sup>.)

Tuesday May 23<sup>rd</sup> 1893.

Assistant Secretary of the Navy McAdoo, made a visit of inspection to the Star College at 5 P.M. accompanied by his aid Lieut. Southerland U. S. N. left at 5.20 P.M.

German Naval Schoolship "Gneisenau", anchored in the harbor in the early morning; her Commanding Officer, Captain Stubenrauch visited the Star College in the afternoon.

Wednesday May 24<sup>th</sup> 1893.

U. S. Training Ship "Monongahela", Commander T. A. Ryan, anchored in the harbor at 6.45 Am.

Thursday May 25<sup>th</sup> 1893.

Lieut. H. D. Chambers, U. S. A. reported his return from duty on the tug "Fortuna."  
Lieut. J. N. Sears detailed for duty, <sup>as judge advocate</sup> on Board of Inquiry to meet at Training Station.

---

Thursday June 1<sup>st</sup> 1893.

Lt. H. D. Chambers, U. S. A. detailed for temporary duty, to command the "Fortuna", in connection with the trial trip of U. S. S. "Machias" at New London, Conn. to report to Rear Adm. Selknap June 5<sup>th</sup> in New London.

---

Monday June 5<sup>th</sup> 1893.

Commenced unloading schooner "Sisco Drainerd", with 169 tons coal for Star College.

Stalled fires in boiler of College building and boiler etc, thoroughly overhauled.

---

Tuesday June 6<sup>th</sup> 1893.

Finished unloading coal. Turned over 169 tons to Training Station.  
U. S. S. Portsmouth, <sup>Commander C. J. Spurlay</sup> anchored in the bay at 10.30 am.

Thursday June 7<sup>th</sup> 1893.

Lieut. J. N. Fears reported for duty, having finished as Judge Advocate on Board of Inquiry.

Monday, June 12<sup>th</sup> 1893.

Lieut. H. J. Chambers returned from trial trip of U. S. S. "Machias" and reported for duty.

Thursday, July 6<sup>th</sup> 1893.

German Schooner "Gneisenau" left the harbor today.

Monday July 3<sup>rd</sup> 1893.

U. S. S. "Potomac" weighed anchor and sailed for Plymouth, Eng.

Thursday, July 13<sup>th</sup> 1893

Turned over to Training Station 58 tons of Coal.  
Placed in cellar of College 94 tons of Coal.

Thursday July 20<sup>th</sup> 1893.

U. S. S. "Dolphin", anchored in the harbor at 8.30 am. with Secty. of the Navy on board. Lt. Buckingham commanding. Secretary visited the Star College at 10.30 am - left at 12 m.

U. S. S. "Monongahela" arrived about 6 P.M. Commander Ryms commanding.

Friday July 21<sup>st</sup> 1893.

U. S. S. "Dolphin" with Secty. of the Navy Herbert on board left the harbor for Boston.

Monday July 24<sup>th</sup> 1893.

U. S. S. "Monongahela" sailed for Portsmouth N.H.

Friday July 28<sup>th</sup> 1893.

The following Russian men of war anchored in the harbor at 10.30 am.:

"Dimitri Donskoi" flagship.

"Rynda"

"Admiral Nachimoff"

Vice Admiral Kasnakoff Comdg.

August 2<sup>nd</sup> 1893.

Two Russian officers visited War College and were received & shown the building by Comdr. Stockton.

Lieut. Arcadie Nefolsine.

Ensign Baron W. de Graevenitz

August 4<sup>th</sup> 1893.

The Russian fleet consisting of the "Dimitri Donskoi" "Rhynda" and "Admiral Nachimoff" left the harbor at 3.30 p.m. bound for New York.

Aug. 10<sup>th</sup> 1893.

Commodore Ramsay, Chief of the Bureau of Navigation, made an unofficial visit to the War College today.

Aug. 10<sup>th</sup> 1893.

U. S. S. "Miantonomoh", Capt. M. Sicard anchored in the harbor this afternoon.

Aug. 11<sup>th</sup> 1893.

U. S. Dynamite Cruiser "Vesuvius" arrived this afternoon.

August 14<sup>th</sup> 1893.

Capt. Montgomery Picard of the  
U. S. S. "Miantonomoh" visited  
the Star College this morning at  
11.45 am.

---

Aug. 27<sup>th</sup> 1893.

U. S. S. "San Francisco", Adm. Bentham,  
anchored in the harbor this afternoon.

---

September 13<sup>th</sup> 1893.

U. S. S. "San Francisco" left the harbor  
for New York, with orders for Greytown, Nic.

---

September 13<sup>th</sup> 1893.

U. S. S. "Miantonomoh" weighed anchor  
for Gardiner Bay.

---

October 10<sup>th</sup> 1893.

U. S. S. "Vesuvius" anchored in harbor - This  
morning. Lt. Comdr. Frank Curtis Comdg.  
visited War College at 10.30 am.

October 15<sup>th</sup> 1893.

U. S. S. "Portsmouth," arrived, 1 a.m.  
Comdr. G. J. Barclay, Comdg.

---

October 23<sup>rd</sup> 1893.

U. S. S. "Portsmouth" left this morning  
for New York to undergo repairs.

---

The "Destroyer," purchased by the Brazilian  
Govt., left the Torpedo Station for N. Y.

---

November 4<sup>th</sup> 1893

Lieut. J. N. Jears, in addition to his  
present duties at the College ordered to  
report for duty at the Training Station,  
Order of Nov. 3<sup>rd</sup> 1893.

Lieut. A. J. Chambers in addition to his  
present duties at the College ordered to  
report for duty at the Training Station.  
Order of Nov. 3<sup>rd</sup> 1893.

November 9<sup>th</sup> 1893

Lieut. J. N. Fears, ordered to command  
the "Fortune," on temporary duty in  
connection with trial trip of U. S. S.  
"Columbia." Left on "Fortune" about 10 am.  
— Orders of Oct. 23<sup>rd</sup> 1893. — Revoked Nov. 8<sup>th</sup> —

Lieut. J. N. Fears detached from  
Nav College & Training Station.  
Order forwarded on to Boston.

Lieut. H. D. Chambers detached  
from Nav College & Training  
Station.  
Orders of Nov. 8<sup>th</sup> 1893.

November 15<sup>th</sup> 1893

Commander N. C. Taylor assumed  
charge of the Nav College, as President  
Arriving at 4<sup>th</sup> P.M.

Nov. 17<sup>th</sup> Comdr. Taylor paid official visit to  
Capt. Bruce.

November 20<sup>th</sup> 1893

U. S. S. "Kearsage" anchored in the Bay  
this afternoon. Comdr. Crownshield, Comdg.

November 21" 1893.  
W. J. "Kearse" left for New York this  
afternoon.

November 22" 1893.

Nov. 23" 1893.

Nov. 24" 1893.

Nov. 25" 1893.

Nov. 26" 1893.

Nov. 27" 1893.

Capt. Taylor made officine visits to Fort  
Adams and Torpedo Station.

November 28" 1893.

8. Am.

Lights and furnace reported in working order.

November 29" 1893.

8. Am.

Lights and furnace reported in working order.

November 30" 1893.

8. Am.

Lights and furnace reported in working order.

December 1<sup>st</sup> 1893.

U. S. S. "Monongahela" anchored in the harbor this morning, Comdr. Dickens Comdg.  
8 P.M.

Lights and furnace reported in working order.

---

December 2<sup>nd</sup> 1893.

8 A.M. Lights and furnace reported in working order.  
12 M. General inspection of Nav College and Quarters.

---

December 3<sup>rd</sup> 1893.

8 P.M. Lights and furnace reported in working order.

---

December 4<sup>th</sup> 1893.

8 P.M. Lights and furnace reported in working order.

---

December 5<sup>th</sup> 1893.

Orders from Department assigning N.E. Quarters to Training Station.  
Comdt. of Training Station notified & formal transfer made.  
8 P.M. Lights & furnace in working order.

December 6<sup>th</sup> 1893.  
U. S. Training S. "Potsmouth" anchored in  
the bay.  
8 P.M. Lights & furnace in working order.

December 7<sup>th</sup> 1893.  
8 P.M. Lights & furnace in working order.

December 8<sup>th</sup> 1893.  
Actual transfer of N. S. Quarters to  
Training Station made at 10 A.M.  
And keys of building turned over to Comd.  
of that Station.  
8 P.M. Lights & furnace in working order.

December 9<sup>th</sup> 1893.  
12. M.  
General inspection of the building made  
by the President.  
8 P.M.  
Lights and furnace in working order.

December 10<sup>th</sup> 1893.  
8 P.M. Lights and furnace in working order.

December 11

U. S. S. "Albatross" left the harbor.  
8 P.M.

Lights and furnace in working order.

December 12<sup>th</sup> 1893.

8 P.M. Lights and furnace in working order.

December 13<sup>th</sup> 1893.

U. S. S. "Albatross" left the harbor at 11 A.M.  
8 P.M.

Lights & furnace in working order.

December 14<sup>th</sup> 1893.

8 P.M. Lights & fires in working order.

December 15<sup>th</sup> 1893

8 P.M. Lights & furnace in working order.

December 16<sup>th</sup> 1893.

12. M. General inspection by President  
8 P.M. Lights & furnace in working order.

December 17<sup>th</sup> 1893.

8 P.M. lights & furnace in working order.

December 18<sup>th</sup> 1893.

3 P.M. Genl. fire quarters at Training Sta. and Star College building. About one hundred men & boys, in charge of Lieut. Newton assembled on North front of Star College with buckets & ladders. The longest ladder reached to the gutter of this bldg. One hose was coupled to the St. College hydrant, another to hydrant on S. E. corner bldg. No. 10 and reached thirty ft. beyond west end of Star College. The crew of the "Daisy" were assembled in attic of bldg. with buckets & ladders, in charge of the Coxswain. The employees of the College assisted with the hose & ladders.

Lieut. Newton was informed that the crew <sup>of the "Daisy"</sup> was at his disposal.

Comdr. Taylor, Pres. of the College & Comdr. Hockley <sup>were present at</sup> ~~and~~ his function.

8 P.M. lights & furnace in working order.

December 19<sup>th</sup>.

8 P.M. lights & fires in working order.

December 20<sup>th</sup> 1893.

8 P.M. Lights & fires in working order.

December 21<sup>st</sup> 1893.

8 P.M. Lights & fires in working order.

December 22<sup>nd</sup> 1893.

8 P.M. Lights & furnace in working order.

December 23<sup>rd</sup> 1893.

12. M. General inspection by President.  
8 P.M. Lights & furnace in working order.

December 24<sup>th</sup> 1893.

8 P.M. Lights & furnace in working order.

December 25<sup>th</sup> 1893.

8 P.M. Lights & furnace in working order.

December 26<sup>th</sup> 1893.

11 Am. Henry Wade, 1<sup>st</sup> class fireman, on "Daisy"  
reported by Comd. Training Station for  
attempting to smuggle liquor through the  
gate. Quarantined for two weeks.  
8 P.M. lights & furnace in working order.

December 27<sup>th</sup> 1893.

8 P.M. lights & furnace in working order.

December 28<sup>th</sup> 1893.

8 P.M. lights & fires in working order.

December 29<sup>th</sup> 1893.

8 P.M. lights & furnace in working order.

December 30<sup>th</sup> 1893.

2 P.M. General inspection by President.  
8 P.M. lights & furnace in working order.

December 31<sup>st</sup> 1893.

8 P.M. lights & furnace in working order.

January 1<sup>st</sup> 1894.

8 P.M. lights & furnace in working order.

January 2<sup>nd</sup> 1894.

8 P.M. lights & furnace in working order.

8.15 P.M. Capt. Taylor went on short leave granted by ~~himself~~ himself.

January 3<sup>rd</sup> 1894.

8 P.M. lights and furnace in working order.  
Captain Taylor granted one week's leave from duty by Capt.

January 4<sup>th</sup> 1894

8 P.M. lights & furnace in working order.

January 5<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 6<sup>th</sup> 1894.

12 M. General inspections of building by  
Comdr. Stockton.

8 P.M. lights & furnace in working order.

January 7<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 8<sup>th</sup> 1894.

Captain Taylor returned from leave  
at 7 P.M.

8 P.M. lights & furnace in working order.

January 9<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 10<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 11<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 12<sup>th</sup> 1894.

8 P.M. lights & furnace in working order.

January 13<sup>th</sup> 1894.

8 P.M. lights & fires in working order.  
12. General inspection of the building

January 14<sup>th</sup> 1894

8 P.M. Lights & furnace in working  
order.

January 15<sup>th</sup> 1894.

8 P.M. Lights & furnace in working  
order.

January 16<sup>th</sup> 1894.

8 P.M. Lights & furnace in working  
order.

January 17<sup>th</sup> 1894.

8 P.M. Lights & furnace in working  
order.

January 18<sup>th</sup> 1894.

Lee Dickinen employed temporarily as  
Janitor at \$6.00 per month.

H. D. Standers employed temporarily as  
draughtsman at \$9.00 per month.

8 P.M. Lights & furnace in working order.

January 19<sup>th</sup> 1894.

8 P.M. Lights & furnace in working  
order.

January 20<sup>th</sup> 1894.

12<sup>th</sup> M. General inspection of building & grounds.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 21<sup>st</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 22<sup>nd</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 23<sup>rd</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 24<sup>th</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 25<sup>th</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

January 26<sup>th</sup> 1894.

8<sup>th</sup> P.M. Lights & furnace in working order.

Examined until Jan<sup>y</sup> 26<sup>th</sup> in chancery

H. C. Taylor Com<sup>r</sup> & Ass<sup>t</sup>

January 27<sup>th</sup> 1894.

12. M. General Inspection of building  
& grounds by the President.

8 P.M. Lights & furnace in working order.

---

January 28<sup>th</sup> 1894

8 P.M. Lights & furnace in working order.

---

January 29<sup>th</sup> 1894.

8 P.M. Lights & furnace in working order.

---

January 30. 1894.

8 P.M. Lights & furnace in working order.

---

January 31<sup>st</sup> 1894.

8 P.M. Lights & furnace in working order.

---

February 1<sup>st</sup> 1894.

8 P.M. Lights & fires in working order.

T. O. Blenden employed temporarily as drafter  
at No. 100 West Street.

Examined to Feb 2 inc  
H. C. Thompson  
Com<sup>rs</sup> & Pres.

February 2<sup>nd</sup> 1894.

8 P.M. Lights & furnace in working order.

February 3<sup>rd</sup> 1894.

12 M. General Inspections of Building & grounds by the President.

8 P.M. Lights & fires in working order.

Pres<sup>nt</sup> of College left the station.

February 4<sup>th</sup> 1894.

8 P.M. Lights & fires in working order.

February 5<sup>th</sup> 1894.

8 P.M. Lights and furnace in working order.

Pres<sup>nt</sup> of College returned to station.

February 6<sup>th</sup> 1894.

8 P.M. Lights & fires in working order.

February 7<sup>th</sup> 1894.

8 P.M. Lights & furnace in working order.

February 8<sup>th</sup> 1894.

P.M. Lights & furnace in working order

Examined to Feb. 9.  
H. C. Taylor  
C. W. Taylor

February 9<sup>th</sup> 1894.

P.M. Lights & furnace in working order

February 10<sup>th</sup> 1894.

12 M. General Inspection of building & grounds  
by the President

P.M. Lights & furnace in working order.

February 11<sup>th</sup> 1894.

P.M. Lights & furnace in working order.

February 12

Weather variable, Northwestly winds

P.M. Inspection of building & grounds.

February 13<sup>th</sup> 1894.

Weather Stormy, Northwest winds & snow.

P.M. Inspection of grounds & grounds.

February 14<sup>th</sup> 1894.

Weather Stormy, Snow & rain.

8 P.M. Inspection of building & grounds.

February 15<sup>th</sup> 1894.

Weather mild, slight rains.

7.30 Am. Tires hauled temporarily in order to repair leak. Machinist from G. Durkhan commenced work at 9.30 Am. finished 9.00. 16<sup>th</sup> inch Machinist credited with 3 days work.

8 P.M. Inspection of building & grounds. 8.30 Am. Stockton Comdr. left on 3 1/2 days leave.

Examined to Feb 16.  
H. C. Taylor  
Comdr. & Pres.

February 16<sup>th</sup> 1894.

1 Am. Boiler tested and fire started

Weather cold & stormy.

Machinist credited with 3 days work. arrives to work at night  
8 P.M. Inspection of building & grounds.

February 17

12.M. General inspection of building & grounds by the President.

Weather variable. South westerly winds.

8 P.M. Inspection of building & grounds.

February 18. 1894

Weather variable, light rains.

8 P.M. Inspection of building & grounds

---

February 19"

Weather stormy. North West wind  
Com<sup>dr</sup> Stockton returned at 4 A.M.

8 P.M. Inspection of building & grounds.

---

February 20"

South west winds. Rain.

5 A.M. Schooner "Red Lion" arrived at  
P. S. Wharf with 100 tons of Anthracite  
& 54 tons Store coal for Star College.

8 P.M. Inspection of building & grounds.

---

February 21"

8 A.M. Schooner commenced discharging  
Anthracite coal. Placed in cellars  
of Star College.

Weather mild; light rains in the evening.  
8 P.M. Inspection of building & grounds.

February 22<sup>nd</sup> 1894.

Weather clear, mild & pleasant.

11 AM. Ninety five 95 tons Anthracite broken coal placed in cellar of Star College.  
5 PM. 59 tons stove coal (Stearns, in coal mixed in with it) placed in bin on wharf.  
Schools discharged.

8 PM. Inspection of building & grounds.

12.30 PM. President of College at invitation of officers of the "Richmond" took dinner on that ship.

Examined & Feb 28  
H. C. Tully  
Cooks & 12th

February 23<sup>rd</sup> 1894.

Weather cold Strong North West winds.  
Low <sup>dry</sup> off. left station at 7. <sup>AM</sup> returned at 6 PM.  
8 PM. Inspection of buildings & grounds.

February 24<sup>th</sup>

Weather cold. Therm. 6.30 Am. 1 degree <sup>above</sup> zero.

12 AM. General Inspection of building & grounds by the President.

8 PM. Inspection of building & grounds

E  
F  
G  
H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V

February 25<sup>th</sup> 1894.

Weather clear & cold, Snow at night.

8 P.M. Inspection of building & grounds.

---

February 26<sup>th</sup>

Weather variable, Snow.

U. S. S. "Essex" anchored in the Bay.  
Comdr. Dickens, Comaq., who called on  
the President.

8 P.M. Inspection of building & grounds.

---

February 27<sup>th</sup>

Weather slightly milder.

8 P.M. Inspection of building & grounds.

---

February 28<sup>th</sup> 1894.

Weather mild.

8 P.M. Inspection of building & grounds

March 1<sup>st</sup> 1894

Weather mild.

8 P.M. Inspection of building & grounds.

---

March 2<sup>nd</sup>

Weather mild, & hawing

8 P.M. Inspection of building & grounds.

---

March 3<sup>rd</sup>

Weather clear & mild.

~~12 M. General inspection of building & grounds by the President.~~

8 P.M. Inspection of buildings & grounds.

---

March 4

Weather clear & mild.

8 P.M. Inspection of building & grounds.

March 5<sup>th</sup> 1894.

Weather cold. Strong winds.  
President visited "Essex" -  
8 Am. Inspection of buildings & grounds.

---

March 6<sup>th</sup>

Weather clear & cold.  
10.30 Am. U. S. S. "Essex" left the  
harbor  
8 P.M. Inspection of building & grounds.

---

March 7<sup>th</sup>

Weather clear light winds.  
Plumbing work done on pipes in N. H. & S. H.  
houses, about 2 hrs. work. 2 men.  
8 P.M. Inspection of building & grounds.

---

March 8<sup>th</sup>

Weather clear & mild.  
En. N. B. Wilson reported for duty  
at 10.30 Am. Orders dated Mar. 2  
8 P.M. Inspection of building & grounds.

Examined to March 9  
H. C. Perry  
Comm. H. + Pres.

March 9" / 1894

Weather clear & mild.

8 P.M. Inspection of building & grounds.

March 10" / 1894.

Weather clear & mild.

10. 20 am. Ensign Frank Marble  
reported for duty, orders dated Mar. 2  
to report on March 10"

12. M. General inspection of building & grounds by  
the President.

8 P.M. Inspection of building & grounds.

March 11"

Weather variable, high winds.

8 P.M. Inspection of building & grounds.

March 12"

Weather warm & pleasant.

8 P.M. Inspection of building & grounds.

March 13<sup>th</sup> 1894.

Weather stormy. A. C. Ginas,  
Carpenter at work on shelving in S. St. House  
all day.

P. M. Inspection of building & grounds.

March 14<sup>th</sup>

Weather cold. Strong winds.

Carpenter finished work in S. St. House at noon.  
Repaired Stair rail & doors in College building  
P. M. Inspection of building & grounds.

March 15<sup>th</sup>

Weather mild, & cloudy.

Carpenter at work in College building,  
easing doors etc. repairing floor in basement  
P. M. Inspection of building & grounds.

March 16<sup>th</sup>

Weather mild & clear.

P. M. Inspection of building & grounds.

Examined 2 March 16.  
H. C. Thompson  
Lambert  
P. M. 1894

March 17<sup>th</sup> 1894.

Weather clear & mild.

Carpenter at work placing hose reels in position.

The following order received this morning.

GENERAL ORDER

NAVY DEPARTMENT.

No. 421.

WASHINGTON, March 14, 1894.

1. The Naval Training Station, Naval War College and Torpedo School on Coaster's Harbor Island, and the Naval Torpedo Station on Goat Island, in the harbor of Newport, R. I., are hereby consolidated into one command, to be known as the U. S. Naval Station, Newport, R. I., and will be under the command of the senior commanding officer on duty at that station.

2. The Training Station, the War College and Torpedo School, and the Torpedo Station will continue to perform, under the commandant of the station, the functions for which each was established.

3. Captain F. M. Bunce, U. S. Navy, commanding the Naval Training Station, is hereby, in addition to his present duty, assigned to duty as commandant of the Naval Station at Newport, R. I.

4. The president of the War College and Torpedo School, and the inspector of ordnance in charge of the Torpedo Station will report for duty to the commandant of the Naval Station, Newport, R. I.

5. All regulations, orders and circulars inconsistent with this order are revoked.

H. A. HERBERT,  
Secretary of the Navy.

10.30 AM. In compliance with above order the President reported to Commandant of U. S. Naval Station.

12 M. General inspection of building & grounds by President.

Ensigns Hilson & Marble ordered on General C. Martial to report Wednesday Noon March 21  
8 P.M. Inspection of building & grounds.

March 18<sup>th</sup> 1894.

Weather storm, South west winds

8 P.M. Inspection of buildings & grounds.

---

March 19<sup>th</sup> 1894.

Weather clear, Strong N.W. Wind at night.

8 P.M. Inspection of building & grounds.  
Carpenter at work table, bulletin board, & furniture

---

March 20

Weather clear & mild.

8 P.M. Inspection of building & grounds.  
Carpenter at work on furniture. finished tonight.

---

March 21<sup>st</sup>

Weather clear & mild.

12. M. <sup>General</sup> Court Martial convened in west lecture room, of which Lt. Comdr. Belknap was President. for trial of an apprentice

8 P.M. Inspection of building & grounds.

March 22. 1894.

Weather clear & mild.

11 A.M. Court commenced sitting; finished at 11.45 A.M.

8 P.M. Inspection of building & grounds.

March 23<sup>rd</sup>

Weather clear & mild.

8 P.M. Inspection of building & grounds.

March 24<sup>th</sup>

Weather mild, light winds.

10.15 Fires kindled in boiler, in order to allow Engineer to test same. Found every thing in good order. By advice of Engineer Steam pressure is hereafter limited to 12 lbs. Boiler to be blown off once a week.

Order

12.

12. M. General inspection of building & grounds by the President.

3.30 P.M. Fires started in boiler.

8 P.M. Inspection of building & grounds.

Examined to March 23.  
H. C. Perry  
Com. & P. M. 24.

G  
H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X

March 25<sup>th</sup> 1894.

Weather clear & mild.

8 P.M. Inspection of building & grounds.

---

March 26<sup>th</sup> 1894.

Weather clear & cold.

Order.

10. 30. Am. Upon recommendations of the Engineer of the Station the Steam pressure on boiler of launch "Daisy" be limited to 120 lbs. Safety valve set for 150 lbs. Boiler tested for 180 lbs.

8 P.M. Inspection of building & grounds.

---

March 27<sup>th</sup>

Weather clear & cold.

8 P.M. Inspection of building & grounds.

---

March 28<sup>th</sup>

Weather clear & mild

8 P.M. Inspection of building & grounds

March 29<sup>th</sup> 1894.

Weather changeable, Snow + rain.

Order

Ensign H. B. Milson ordered on Summary Court martial & to report to Lt. Newton 12 M. March 30.

Examined to March 30  
H. C. Perry  
Comd'g + Pres'd

5 P.M. Inspection of building & grounds

March 30<sup>th</sup>

Weather clear & mild.

Summary Court, of which En. Milson is member convened at 3 P.M., instead of 12 M.

Order of the President.

Hereafter the Janitor shall report to the President the condition of boiler & steam pressure at 7.30 A.M. Report lights out & building locked & secure at 10 P.M.

10 P.M. Lights out & building locked & report made.

300 feet of hose tested by board consisting of Comdr. C. N. Stockton, Ensign H. B. Milson & Ensign F. Marble, & found in good <sup>working</sup> order. 150 ft. on reel at North Central entrance to College, & 150 ft. & nozzle at South East basement entrance, on reel.

H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

March 31<sup>st</sup> 1894

Weather clear & cold.

7.30 Am. Steam pressure 12 lbs.

12. M. Inspection of building & grounds by President  
10 P.M. Lights out, building locked & report made.

---

April 1<sup>st</sup> 1894.

Weather variable.

7.30 Am Steam pressure 10 lbs.

10 P.M. Lights out, building locked & reported.

---

April 2<sup>nd</sup>

Weather mixed & clear

7.30 Am. Steam pressure 9 lbs.

10 P.M. Lights out, building locked & reported

---

April 3<sup>rd</sup>

Weather cold, rain.

7.30 Am Steam pressure 11 lbs.

11. Am. Ensigns Wilson & Marble ordered on a Genl.  
Court-Martial, En. Marble Judge Advocate, <sup>at Star College</sup> Convsn at 10. P.M. Apr. 5

10 P.M. Lights out building locked & reported

April 4" 1894

Weather clear & mild.

7.30 AM, Steam pressure 10 lbs.

10. PM. Bunking locked, lights out & reported.

April 5" 1894

Weather variable, rain.

7.30 AM, Steam pressure 9 lbs.

10 AM. Court Martial convened in West L. Room.

10 PM, lights out, bunking locked & reported.

April 6" 1894.

Weather variable.

30 AM, Steam pressure 9 lbs.

10 PM, lights out, bunking locked & reported.

Court Martial convened at 10.30 AM.

Ensign H. B. Wilson granted leave from morning of 7 inst to 9<sup>th</sup> April

Comdr. Stockton ordered on board of Inspect, Senior member to meet at Inspect Station, at 9.30 AM. Apr. 7"

Examined to April 6.  
H. C. P. [unclear]  
[unclear] [unclear]

H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

April 7<sup>th</sup> 1894.

Weather cloudy & variable.  
7.30 A.M. Steam pressure 10 lbs.

12 M. General inspection of building and grounds by President

10 P.M. Lights out, building locked, & report made.

---

April 8<sup>th</sup> 1894.

Weather stormy, snow.  
7.30 A.M. Steam pressure 9 lbs.

10 P.M. Lights out, building locked, report made.

---

April 9<sup>th</sup>

Weather stormy, snow & rain  
7.30 A.M. Steam pressure 11 lbs.

10 P.M. Lights out, building locked, & report made.

---

April 10.

Weather variable, high winds.  
7.30 A.M. Steam pressure 10 lbs.  
8.30 Ensign N. B. Wilson returned from leave.  
10 P.M. Lights out, building locked & reported.

April 11<sup>th</sup> 1894.

Weather variable, N. N. Winds.

7.30 Am. Steam pressure 11 lbs.

Lieut. N. B. Stiles read commission as  
Junior Lieut.

10 P.M. Lights out building locked & reported.

April 12<sup>th</sup>

Weather cloudy & stormy.

7.30 Am. Steam pressure 11 lbs.

10 P.M. Lights out, building locked & reported.

April 13<sup>th</sup>

Weather Stormy, Snow & rain.

7.30 Am. Steam pressure 10 lbs.

10 P.M. Lights out, building locked & reported.

Sanitor L. Dickson discharged today at his own request. Credits with 13 days <sup>4/10</sup>

April 14<sup>th</sup>

R. N. Jones appointed janitor by the President, at \$65.00 per month.

Weather cloudy N. N. Winds

7.30, 4.M. Steam pressure 9 lbs.

9.45 " Captain Taylor left for Washington

to appear before examining board for promotion.

12. M. General inspection by Comdr. Stockton,

10 P.M. Lights out, building locked & reported.

Examined April  
12<sup>th</sup> 1894  
C. W. Stockton  
Comdr. U.S.A.

H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

April 15<sup>th</sup> / 1894.

Weather clear & pleasant  
7.30 A.M. Steam pressure 8 lbs.

10 P.M. Lights out, building locked & reported

---

April 16<sup>th</sup>

Weather clear & pleasant  
7.30 A.M. Steam pressure 9 lbs.  
Cmdr. Stockton recommended Board of Inquiry at Tropic Station.

10 P.M. Lights out, building locked & reported

---

April 17<sup>th</sup>

Weather clear & pleasant  
7.30 A.M. Steam pressure 9 lbs.

10 P.M. Lights out, building locked & reported

---

April 18<sup>th</sup>

Weather clear & mild  
7.30 A.M. Steam pressure 8 lbs.

10 P.M. Lights out, building locked & reported

April 19<sup>th</sup> 1894.

Weather clear & pleasant.  
7.30 A.M. Steam pressure 9 lbs.

10 A.M. Lights out, building locked & reported.

April 20<sup>th</sup>

Weather cloudy, heavy fog at night  
7.30 A.M. Steam pressure 8 lbs.

8 P.M. President returned from Washington

10 P.M. Lights out, building locked & reported.

April 21<sup>st</sup>

Weather cloudy, fog at night.  
7.30 A.M. Steam pressure 9 lbs.

Extract from report of Steam Generator in Dept.  
of Navigation by C. E. Rommel, Asst. Eng. U.S.N.

Rept. referred to the President of Naval  
War College. Note & return. He will be  
governed in the use & care of the  
boiler at the War College by the  
apprd. recommendations of the  
inspecting Engineer.

War College Boiler. Type - Horizontal, Tubular, used  
for heating only. Condition Good. Tested Mar. 24<sup>th</sup>.  
To 28 lbs. hydrostatic pressure. Working pressure should not exceed 15 lbs.

April 21<sup>st</sup> 1894. Continued

1.30 P.M. President notified that Comat. of Station would "leave Newport at 3 P.M. returning not later than 2.30 P.M. of the 23<sup>rd</sup> inst. Address Hotel Thonaise, Boylston St. Boston.

The President notified later that Comat. might go to Hampton Roads Va. in which case his return would be <sup>on</sup> about the 26<sup>th</sup> inst. & his address the Hygienic Hotel.

4.30 P.M. General inspection of building & grounds by President.

10 P.M. Lights out, building locked & reported.

There were recd today two "Fleet Drill Books". Personal receipt for same was given to Comat. by the President of College.  
The President Comdg. Officer of the Station.

---

April 22<sup>nd</sup>

Weather clear & warm, fog at night.

7.30 A.M. Steam pressure 9 lbs.

10. P.M. Lights out, building locked & reported.

April 23<sup>rd</sup> 1894.

Weather clear & pleasant.

7.30 A.M. Steam pressure 9 lbs.

2.30 P.M. Commandant returned to Station,

8.30 " " left station for  
Hampton Roads, Va.

10 P.M. Lights out, building locked & reported.

---

April 24<sup>th</sup>

Weather clear & pleasant

7.30 A.M. Steam pressure 9 lbs.

10. P.M. Lights out, building locked & reported.

---

April 25<sup>th</sup>

Weather clear & pleasant.

7.30 A.M. Steam pressure 8 lbs.

10 P.M. Lights out, building locked & reported.

---

April 26<sup>th</sup>

Weather clear & pleasant.

7.30 A.M. Steam pressure 8 lbs

12.30 P.M. Steam Cutter "Daisy" took

April 26<sup>th</sup> continued.  
Comdr. Stockton, Lieut. Wilson <sup>and</sup> En. Marble  
to Dutch Island, Launch broke down, repaired  
& ready for service following day.

10 P.M. Lights out, building locked & reported.

---

April 27<sup>th</sup>

Weather clear & pleasant.  
7.30 A.M. Steam pressure 9 lbs.

9.30 A.M. It having been brought to the  
attention of the President that one  
of the Marine Guard was not expected  
to live, he visited Hospital to see  
that every thing was being done  
for the man's comfort.

8 P.M. Capt. Dune returned to the Station,  
& assumed Command.

10 P.M. Lights out, building locked & reported.

---

April 28<sup>th</sup>

Weather clear & pleasant  
7.30 A.M. Steam pressure 8 lbs.

12 M. General inspection of building and  
grounds by President.

10 P.M. Lights out, building locked & reported.

April 29<sup>th</sup> 1894.

Weather clear & warm.  
7.30 Am. Steam pressure 8 lbs.

10 P.M. Lights out, building locked & reported.

---

✓  
April 30<sup>th</sup> 1894.

Weather clear & mild.  
7.30 Am. Steam pressure 8 lbs.

Report of Engineer of Station on boiler of  
Steam launch "Daisy" No. 62.

Type Ward - Condition fair. Four  
of the bent tubes are plugged <sup>with</sup>  
pipe plugs, & should be renewed  
when the boat is laid up. Test  
March 27<sup>th</sup> to 180 lbs. hydrostatic  
pressure - Safety valve set at  
150 lbs. - Working pressure should  
not exceed 120 lbs.

10 P.M. Lights out, building locked & reported

---

May 1<sup>st</sup>

Weather clear & mild.  
7.30 Am. Steam pressure 8 lbs.

10.45 Am. Commander Thomas Perry U.S.N.

April 1<sup>st</sup> Continued  
reported for temporary duty. Assigned desk  
room in Comdr. Stocken's office.

Ensign J. Marble granted 3 days leave  
from evening of this date. Left for N. Y.  
in night boat.

10 P.M. Lights out, building locked & reported.

---

May 2<sup>nd</sup>

Weather clear & pleasant  
7.30 Steam pressure 8 lbs.

Board ordered to convene at Torpedo  
Station to investigate cause of explosion  
at Torpedo Station May 1<sup>st</sup> to consist  
of Comdr. C. N. Stocken, Senior Member,  
Lts. J. T. Newton & R. D. Smith.

10 P.M. Lights out, building locked & reported.  
Comdr. Perry assigned quarters in N. Y. building

---

May 3<sup>rd</sup>

Weather clear & mild.  
7.30 A.M. Steam pressure 8 lbs.

9.0 P.M. Lights out, building locked & reported

Comdr. Stocken at meeting of board on  
Torpedo Station explosion all the morning

May 4<sup>th</sup> 1894.

Examined to May 4 / 94  
H. C. Taylor  
Comm. & [unclear]

Weather clear & mild.  
7.30 Am. Steam pressure 8 lbs.

9 Am. Ensign Marble returned from  
leave.

10 P.m. Lights out, building locked & reported.

May 5<sup>th</sup>

Weather clear, light winds.  
7.30 Am. Steam pressure 7 lbs.

12 M. General inspection of building & grounds  
by President.

10 P.m. Lights out, building locked & reported.

May 6<sup>th</sup>

Weather clear, & mild.  
7.30 Am. Steam pressure 7 lbs.

10 P.m. Lights out, building locked & reported.

I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

May 7. 1894.

Weather clear, light winds  
7.30 A.M. Steam pressure 7 lbs.

President of College assigned the quartering  
of officers of the Staff + class to London.  
Stockton. Lieut. Nelson placed in  
charge of floating plant.

10 P.M. Lights out, building locked + reported.

---

May 8<sup>th</sup>

Weather clear, windy,  
7.30 A.M. Steam pressure 6 lbs.

10 P.M. Lights out, building locked + reported.

---

May 9<sup>th</sup>

Weather clear + mild.  
7.30 A.M. Steam pressure 6 lbs.

10 P.M. Lights out, building locked + reported.

Bernard Connaughton temporarily employed as  
labourer at \$35.00 per month.

May 10 / 1894

Weather clear & mild.  
7.30, Steam pressure 4 lbs.

10 A.M. Captain Richard Hallack, U.S.M.C.  
reported for duty; ordered to the Star  
College until Dec. 31<sup>st</sup> 1894. And  
was assigned by the president to prepare  
lectures & information on military matters  
connected with Problem.

President assigned Office room etc. for  
Summer Session.

10 P.M. Lights out, building locked & reported made.

---

May 11<sup>th</sup>

Weather Hazy & mild, light winds,  
7.30 A.M. Steam pressure 6 lbs.

10 P.M. Lights out, building locked & reported.

---

May 12<sup>th</sup>

Weather clear & pleasant.

7.30 A.M. Steam pressure 6 lbs

12 M. General inspection by President of  
building & grounds.

10 P.M. Lights out, building locked & reported made.

May 13.

Weather clear & mild.

7.30 A.M. Steam pressure 6 lbs.

8 P.M. Fires hauled on steam heat discontinued.

10 P.M. Lights out, building locked & report made.

---

May 14

Weather clear & mild.

10 P.M. Lights out, building locked & report made.

---

May 15

Weather mild, hazy.

2 Steam launches arrived from Portsmouth N.H.  
moved North of Station floats. Nos. <sup>part</sup> 149 & <sup>abrig</sup> 170

10 P.M. Lights out, building locked & report made.

---

May 16

Weather mild, clear

10.30 A.M. Lieut. St. Kilbuck reported for duty, I assigned office No. 7, and temporarily to Guest Chambers & Messing with Officers in N. St. building.

10 P.M. Building locked lights out, & report made.

May 17<sup>th</sup> 1894.

Weather mild & clear.  
President left for New York on four days leave.

10 P.M. Lights out, building locked & reported.

---

examined to  
May 18<sup>th</sup> 1894  
Chancellor  
Comptroller  
in office

May 18<sup>th</sup>

Weather mild & clear.

Lieut. H. B. Stiles ordered to report, May 25<sup>th</sup>  
to Lt. Col. Kennedy - Torpedo Station for duty  
of Recorder of examining board.

10 P.M. Lights out, building locked & reported.

---

May 19<sup>th</sup>

Weather mild & clear

12 M. General inspection of building & grounds  
by the President.

R. H. Jones, Janitor, discharged at own request.

10 P.M. Lights out, building locked & reported.

May 20, 1894.

Weather clear, fog at night.

10 P.M. Lights out, building locked & reported

---

May 31,

Weather cloudy,

J. M. President returned to College.

10 P.M. Lights out, building locked & reported

Slevin employed as Janitor - on probation,  
at \$65.00 per month.

---

May 23

Weather clear & pleasant

U. S. S. "Atlanta" having the "Constellation"  
in tow anchored in the Harbor at  
5 P.M.

10 P.M. Lights out, building locked & reported

May 23.

Weather clear & cool

Lieut. F. Fletcher, U.S.N. called upon the President.

10 P.M. Lights out building locked & reported.  
Carpenter at work on closet

May 24.

Weather variable, light winds

10 P.M. Lights out, building locked & reported.

Carpenter at work in N. St. House fixing doors & windows

May 25.

Weather cloudy. Haze & rain.

10 P.M. Lights out, building locked & reported.

Carpenter at work on table, etc.

Examination  
May 25 -  
H. C. Tracy  
Carpenter  
P.M.

I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

May 26" 1894

Weather clear & mild

12 M. General inspection of building & grounds by president.

10 Lights out, building locked & reported

---

May 27. 1894

Weather mild & clear

10 P.M. Lights out, building locked & reported.

---

May 28"

Weather slightly colder.

10 P.M. Lights out, building locked  
& reported.

Carpenter at work all day

---

May 29"

Weather raw, & clear

Examining board convened in Greek lecture room, Mr. Wilson a member to examine a schoolmaster for the rank of warrant officer.

10 P.M. Lights out building locked & reported.

May 30, 1894.

Weather clear & mild.

10<sup>30</sup> AM. Lieut. J. J. Hunker reported for duty. Assigned temporarily to Office No. 15, first floor.

10 AM. Examining board convened in West lecture room.

10 PM. Lights out, building locked & reported.

Carpenter at work all day.  
Lieut. Hilson granted 5 days leave. Left at 7 PM.

---

May 31

Weather clear & cool.

10 PM. Lights out, building locked & reported.  
Carpenter at work all day.

---

June 1<sup>st</sup>.

Weather clear & cool.

10 PM. Lights out, building locked & reported.

Carpenter at work all day  
Machinist " " "

J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

June 2<sup>nd</sup> 1894.

Weather cloudy, westerly wind.

10 Am. Professor Freeman Snow of  
Harvard University visited the  
College.

Stenographer John Miller em-  
ployed as typewriter and  
correspondent at \$15.00 per <sup>week</sup> ~~month~~

12 M. General inspection of building by President.

10 P.M. lights out, building locked & reported.

---

June 3<sup>rd</sup> 1894

Weather clear & cool.

10 P.M. lights out, building locked & reported.

---

June 4<sup>th</sup> 1894.

Weather clear & cool.

10 P.M. lights out, building locked & reported.

Carpenter at work all day.

Ensign Marble granted 7 days leave left for New York today.

---

June 5<sup>th</sup> 1894.

Weather clear & cool.

10 P.M. Building locked, lights out & reported.  
Carpenter at work all day

Carpenter at work all day

June 6<sup>th</sup> 1894.

Weather raw & cloudy.

10 P.M. Building locked, lights out. Reported  
Lieut. Nilson returned from leave at 9. Am.

Carpenter at work all day.

---

June 7<sup>th</sup> 1894.

Weather clear & cool.

2. P.M. U.S.S. "Mottlehead", anchored in the  
harbor, left same evening.

Comdr. Hilde visited the College.

10 P.M. Lights out, building locked & reported.  
Carpenter at work all day.

---

June 8<sup>th</sup> 1894.

Weather clear & cool.

10 P.M. Lights out, building locked & reported.

Carpenter at work all day.

Examined to June 8<sup>th</sup>  
H.C.P.  
from June 8<sup>th</sup>

K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

June 9<sup>th</sup> 1894.

Weather cloudy, fog.

12 M. General inspection of building  
and grounds by President.

10 P.M. Lights out, building locked & reported.

---

June 10<sup>th</sup>

Weather clear & mild.

Ensign J. Marble returned from leave.

10 P.M. Lights out, building locked & reported.

---

June 11<sup>th</sup>

Weather Sultry, haze.

Comdr. J. Perry returned from leave.

Lieut. St. Kilburn granted leave from  
dates to the 16<sup>th</sup>.

10 P.M. Lights out, building locked & reported.

June 12<sup>th</sup> 1894.

Weather clear & mild.

10. Am. The assistant Secy. of the Navy visited the College & held a reception in the Library. After receiving the officers of the College he was escorted over the building by the President, and left at 12.15 Pm.

To day the following officers of the class reported:-

Comdr. <u>R. P. Heary</u>	Lt Comdr. <u>W. Swift</u>
" <u>N. M. Dyer</u>	" <u>J. V. A. Bleeker</u>
" <u>G. F. F. Wiese</u>	Lieut. <u>W. R. Ruel</u>
" <u>J. S. Hawsee</u>	" <u>D. Pearson</u>
" <u>E. J. Train</u>	" <u>A. P. Osborne</u>
" <u>C. E. Ide</u>	" <u>J. M. Robinson</u>
" <u>G. M. Brooks</u>	Ensign <u>A. H. Robinson</u>
" <u>N. W. Lynn</u>	" <u>A. Anderson</u>

Two officers of the Swedish Navy, Comdr. C. G. Clark <sup>and Comdr. G. Uggla</sup> ~~and Comdr. G. Uggla~~ - allowed by authority, to attend the course, reported to the president, and were assigned room No. 15, with desks & c.

The class, divided into three committees, assigned as follows:-

1<sup>st</sup> Committee - room 12.

Comdr. R. P. Heary, Senior member; Comdr. J. S. Hawsee  
" C. E. Ide, Lieut. W. Kilburn, Lt. Comdr. J. V. A. Bleeker  
Lieut. D. Pearson; Ensign A. Anderson

June 12<sup>th</sup> 1894. Continued.

2<sup>nd</sup> Committee, room 11.

Comdr. A. M. Dyer, Senior Member.  
Comdr. G. J. Train, Lieut. Comdr. H. Swift.  
Lieut. A. O. Osborne, Lieut. J. M. Robinson.

3<sup>rd</sup> Committee, room 13.

Comdr. G. F. F. Hilde, Senior Member.  
Comdr. G. M. Cook, Comdr. H. St. Ryan.  
Lieut. J. J. Hunker, Lieut. A. R. Bush  
Ensign A. H. Robertson.

The staff & officers detailed by the Dept  
to assist in preparing the Cruise & to the  
collection of such data as may be  
assigned by the President are:—

Captain H. C. Taylor, President.

Permanent Staff:—

Commodore W. H. Stockton,  
Lieutenant H. B. Hilsen  
Ensign J. Marble

Officers detailed by Dept. to assist Staff.

Comdr. J. Perry  
Lieut. J. J. Hunker  
" H. Kiehn  
Captain R. Wallcut

Marshal Hall of Newport, Rhode Island has  
permission to attend the Cruise, as a representa-  
tive of Mr. Thurston of "Providence Journal". by  
the Department.

June 13<sup>th</sup> 1894.  
Weather clear & warm.

*This*

At 10.30 yesterday morning Assistant Secretary of the Navy Hon. William McAdoo, accompanied by Capt. F. M. Bunce of the Naval Station entered the War College building on Coaster's Harbor Island where they were received by the president of the college, Captain H. C. Taylor and the officers of the college and the class under instruction, besides many of our leading citizens, with their lady friends.

The lecture room at the west end of the upper floor was used; and its entire capacity was utilized by the large number present.

Captain Taylor in brief remarks introduced the assistant secretary and as the efficient naval official took his position on the platform a round of applause was given.

The Assistant Secretary, in a clear and distinct manner, made the opening address, which was a masterly piece of oratory throughout and most interesting to all, as was evinced by the applause of the spectators, when he finished. The address, which was begun at 10.50 and finished at 11.43, was as follows:

*Secretary McAdoo's Speech.*

After speaking of the deep interest which he had felt in the college since its inception, the speaker said: The ingenuity and skill which made and the genius which planned the ship, laboring successfully with subtle and exacting questions, such as by which means, it should be made a most efficient fighting machine; the vast sums of money which are expended in its construction are all lost if, in the crucial moment, those to whom its command is given are not equal to the imperative demands of the occasion and fail to get the results which are obtainable by a powerful war engine, handled with the masterly ability of one who understands, and is imbued with the highest principles of naval strategy. It is true that naval architecture and ordnance have made most phenomenal and startling advances and that the avocation of the sailor solely as such seems to have largely disappeared from a modern battleship, but to believe that bravery, discipline, skill, learning and ability are not yet prime and potent factors can only be the mistake of those who have most superficially examined the subject.

It seems an anomalous thing that at a season of such a profound peace we should meet here today to inaugurate the study of war as a profession. I presume there will be glowing optimists who will criticize your labors and fail to appreciate their value. Trite and commonplace as are the hackneyed expressions used by those who depreciate the horrors of war, yet the thing itself is, and must be, in many of its features savage, barbaric and repellent. Sharing the love for peace which grows slowly with our advancing civilization, I yet cannot blind myself to the fact that we are very far indeed from an age in which force is not the hand-maiden of civilization itself. There are wounds

**Deeper Than the Wounds of War**  
and indignities more awful than its horrors. So long as the contending elements of good and evil exist, so long as right and wrong struggle for supremacy, so long as iron prejudice defends injustice, so long as the strong oppress the weak and moral right cannot restrain the cruel

hands of prevailing might, so long the sword will be still powerful and controlling in the fate of man and nations.

Through the long travail with blood and sweat, the deadly contention between light and darkness goes on until the millenium shall have arrived. Could for one day the divine ordinances of Heaven prevail in any community against the efforts of one evil-minded man? A single Mephistophelean whisper would cloud the skies of sweetest Arcady. Build your model community, people it with the highest intelligence and virtue, rule it by laws that have their existence in the primal founts of fraternity, liberty and equality, and the next day when into it comes the single evil man, straight away you erect for him the police barracks, the jail and the gibbet. The age of profound and universal peace can only arrive when all humanity, without a single exception, has been raised to the very highest altitude of unselfishness, intelligence and sublime virtue. I know full well the lesson looks harsh and cruel that seems to beatify force, and which does not stand affrighted under any and all circumstances at the thought of war, but may we not here learn a lesson from nature herself? After all, is not this element of force—this irrepressible and ever continuing aggression and resistance, this continual movement, the very life of our soul and body? Nations whirled into wild chaos and Heaven rending strife of war have, amid its very horrors, developed their greatest virtues, their highest heroism and their noblest ideals, while in the luxurious idleness of easy peace, where art had attained its most enduring laurels and literature was most polite and polished, have we not seen, and do we not see even in our day, nations sapped of all their virile strength of manhood and womanhood and become an easy prey to a sickening decadence in

all the elements which make men and nations strong and independent, pure and good in their lives and high and holy in their ambitions? If the claim that war has ceased rests upon the optimistic delusion that human cupidity, selfishness and wicked ambition has been outwitted by advancing civilization, then I fear it will not stand, because while I know, and bear witness, that slowly but surely the race is progressing to loftier and purer ends, and that quick inter-communication, if nothing else, begets greater fraternal regard, yet, on the other hand, the innumerable instances of injustice and wrong, the rampant evils against which modern society contends, suffice of themselves to show that we are far yet from having reached the high-water mark of an ideal perfection which needs no force to carry out its precepts. There is, indeed, one rift in the clouds—it is the question asked by professional military critics, and that is "Has the terrible and almost incredible destructiveness of modern war material made war itself almost impossible of duration beyond the first engagement?"

To no branch of invention has so much labor and thought been given as in that which leads to the production of engines of war; and, singular as it may seem, at no age of the world was there so much activity in the designing and producing of war material as at the present. The ships and guns of yesterday are almost obsolete today. Men have racked nature to disclose her secrets, delved far into the bowels of our mother earth, explored every science and labored with untiring energy in a vast field of costly experiment, to find engines of war destructive to human life and property beyond the dreams of imagination. Who

can tell what will be the effect of the first clash between two mighty nations armed with modern weapons? What have we but speculative theory as to what results will follow the first meeting of two hostile battleships, well equipped, manned and officered; and yet no one can afford to be behind in this race, for these engines we know are mighty, and opposed only by the obsolete methods of the past, must and surely will prevail.

Pardon this digression, for we are here today to speak only of warfare, which is as instinctive to a maritime nation as the natural impulse of self-defense is in man himself. Only on the most rare occasions does naval warfare affect the internal discords of a nation, for the navy is the right arm of national defense at its borders on the high seas—the redresser of its wrongs and the upholder of its dignities and its rights on foreign waters. It therefore bears a relationship to the nation, separate and distinct from that of the army. Indeed, as I have on another occasion pointed out, the fathers of the republic distinctly recognized this in the very constitution of the United States itself, wherein they limited the appropriations for the army to two years and used the words "shall maintain a navy," without any similar restriction. It therefore is, and will be, an institution closely intermingled with deep feelings of national pride, breathing in itself a strong and robust love of nationality.

I am not here to eulogize the navy of the United States. Its proud record is a complete answer to its bitterest critic. It was exceedingly fit, however, that a school for the study, both theoretically and practically, of the art of naval warfare should have been found contemporary with the national effort to rebuild our navy. Nothing could be more fit than to inaugurate here the most profound and exacting study of naval tactics and strategy, for it must be confessed that the sum of our actual knowledge is as yet small.

Some things we do know, as for instance, that a modern, swift-going battleship can pass and repass forts and earthworks without material injury, and that, therefore, these themselves cannot be considered a national defence. On the other hand, what would be the effect on ships of auto-mobile torpedoes and swift-going torpedo boats, semi-submerged or otherwise? Will means be readily found of warding off torpedoes? Is the low free-board monitor the best type of coast defence ship? For fighting purposes what is the real value of the swift-moving cruiser, armed with modern guns? Do water-tight compartments afford reasonable security when the ship has been pierced in battle? Where stands the contest now between the gun and the armor? Will smaller calibre and thinner plates be recognized as standard? If you cannot have great speed and great resisting strength, which is the best to forego? And then as the climax of all, and the great question which we are met to discuss, how shall these modern monsters be best and most skillfully and ably managed in the wars of the future, whether offensive or defensive? Much I think depends upon that; probably all. A naval nation, that is a nation that may be considered as possessing naval power, must be possessed of two things: The best modern ships, well armed and equipped, manned and most ably officered; and, second, and this last might be first, the power to reproduce these as quickly as possible when lost or to add to their number when desired. The mere possession of ships does not of itself make a nation a naval power. It must have the material, the plant and the skill and

PROGRESSIVE UNIVERSITY

ability to make them when wanted, and the same is true as regards armor and armament. The United States, therefore, while it does not possess a great navy in the number of its ships, has within its limits colossal plants, both public and private, and great armies of skilled workmen, led by constructors, designers, and inventors of marked ability, and is therefore essentially and substantially capable of national defence, and if need be, of defensive operations. This of course is essentially and absolutely true of any protracted war, but right here we are confronted with the question whether the wars, and especially the naval wars of the future will be protracted or whether the first well planned and skillfully executed rush may not destroy that which years of labor and millions of money could not again reproduce; therefore the supreme necessity of skilful commanders. In other words, while the modern battleship as against its predecessors is like Odin to a pigmy, like Thor to a Lilliputian, still it may be remembered it takes at least three years under normal conditions to build one. Possibly mechanical genius in the face of actual strife, confronted by invasion and the loss of liberty might almost work miracles in the machines that it would improve, but it would be utterly unsafe to risk everything on miracles of this nature. Therefore, to revert to our former proposition, now, more than ever, the scholarship, learning, and ability and above all the practical training and habit of command of the officers of the navy, will be the determining causes in case of sudden and unexpected war, and war is always sudden and unexpected. While we speak, the actions of a single citizen of the Republic might result in such complications as no diplomacy could solve, and the hurricane wind of public opinion drive the Republic quickly over the constitutional barriers, into the very act of defensive and offensive warfare; and while with us the executive is restrained by severe constitutional limitations, and war cannot be engaged in without the consent of Congress, still it is well to remember that in no country is here does public opinion when thoroughly aroused, bring about results with such lightning rapidity. Busy with the development of a continent, and indifferent to foreign politics as our people generally are, let them feel they are the victims of deliberate wrong, or sting their national pride by premeditated insult or threaten their material interests, and no people are more quick to act and more determined in acting than they. The naval problem, moreover, concerns us much more deeply so far as foreign nations are concerned than does our military progress on the land. The vast extent of our territory, intersected by great rivers, and high and continuous mountain ranges, with great stretches of forest and naked plains with climatic and natural advantages for defence, with a population of 70,000,000, and with a manhood accustomed to the use of fire arms, and with traditions and history which beget the highest martial spirit, the greatest development of heroism, it seems to me utterly impossible that the United States could ever be successfully invaded even by an alliance which embraced more than one of the great military nations of Europe.

Turning to the consideration of the needs of an efficient naval force in this country, the secretary said: The only hope of military or political domination on this continent from Europe would come from the dissolution of the Union as a result of peaceful or of forcible secession. Had the late civil war resulted in a dissolution of the Union it is quite possible that north and south of the contending lines smaller confederacies would have been formed, aided by the local jealousies of those

weak and contending nations, European alliances to be followed by foreign invasion might have been the result. But so long as the republic maintains its present imperial territory her absolute and unqualified domination of the great oceans within the temperate zone of this continent she stands as against foreign aggression on her own soil, proud, regnant and irresistible.

#### Our Achilles' Heel

is at the water's edge, a million men on shore, were they ever so brave and well armed, could not prevent the tremendous and certain destruction that would be wrought by the explosion of a monster shell filled with high explosives in one of our cities fired from the guns of a battleship lying safely beyond the reach of our nearest fort. Five hundred men on a battleship, well handled by a master of his art, might save from destruction that which 100,000 armed men on shore could not restore. And while our country is possessed of vast material resources, especially in the great valley of the Mississippi, still in the very nature of things our storehouses are upon the seaboard, and this will continue as long as the great oceans are the free highways of the people.

This condition depends on no law of man, nor could any law of man retard it. You might as well seek to dam the waters of the Atlantic on the drowsy peaks of the Rocky mountains. By the laws of nature and of trade, a vast body of our riches always lie on the very verge of the oceans and the gulf. Think, too, for a moment of the miraculous growth of cities and the almost incredible accumulations of property and wealth upon the waters of Puget Sound, and within gun-shot of the strongest foreign military post on this continent; realize in connection with this that a perfect torrent of immigration from all lands, near and remote, from all peoples, civilized and uncivilized, Christian and heathen, barbaric and savage, pour daily on our shores and bring us into close and delicate relationship with all foreign countries, and one begins to realize the importance of the studies which you are here to undertake. I need scarcely speak as an additional incentive to the fact that whatever our wishes might be, whatever theories may have been laid down in the past, we are driven by inexorable circumstances into a relationship towards the whole South American continent, which begets for us moral duties and grave national responsibilities, and from which there is absolutely no escape. We are not their protector, and we will never be their invader, but for weal or woe we do stand at the present towards them in an attitude of moral guardianship, and as copartner in their development by reason of the numerous ventures and enterprises conducted and owned in those countries by our citizens. To the grand sum of our national wants and responsibilities, it is only a short course of time when we will have the inter-oceanic canal.

In addition to the studies of the naval art, pure and simple, you are, I am glad to say, to have this season a course of lectures upon international law. Organized as our diplomatic and consular service is, and I speak this with no disparagement of its high personnel, but rather of the lines upon which it is constructed and the laws which govern its creation, the country must depend to a great degree upon the assumption at critical times by naval officers of functions which are more or less diplomatic. I can conceive of no calling in which a sound knowledge of at least the fundamental principles of international law is as absolutely requisite as in that of a naval officer of the United States.

Gentlemen, I trust that you will have a very prosperous and highly instructive season. We have not at the present great

squadrons in the United States to teach the naval officers practical evolutions, but, so far as possible, I trust that theory and practice will go hand and hand. A Carlyle might write profound and critically of a Frederick the Great. A thousand critics have analyzed Napoleon and his tactics, but the space occupied by the Fredericks and Napoleons is not yet crowded.

We are very proud just at this time of the splendid pre-eminence given to our great naval historian Capt. Mahan, who was so long connected with this college. We shall, I feel very sure, be very proud of this institution when the practical instruction in the actual art of warfare on the water can be taught here as fully as the theory and principles are now so lucidly and ably set forth. If this school is to continue to be a summer school, and is to be permanently located here, instead of being an all the year round school, wholly devoted to lectures and indoor exercises, it will be because of the advantages of this locality with its splendid bays and sounds, with their adaptability for the practical exploiting of the principles here so learnedly and ably taught.

I do sincerely trust that the time is near at hand when in connection with these exercises practical evolutions can be had on the waters contiguous to this place, and which are of such great importance to us from the standpoint of naval defence.

The school is in good hands, and I have no doubt everything will be done that can be done to advance its interests. If a wise policy is pursued, this school can be of inestimable value to the republic and will be an institution of which all our citizens will feel proud.

The exercises over, the class attending the course at the college were dismissed for the day, but this morning an explanation of the course will be given by Captain Taylor, and the committees will begin work on the problem, as laid out for the course, which is as follows:

#### The Problem.

As war will soon be declared the Navy Department issues orders Sept. 15, naming New York Navy Yard as centre of administration for the naval defense of the section considered in this "Problem," extending from Cape Cod to Cape Henlopen. The department names a chief for this centre and section, with absolute powers under the department. It acquaints him with the probable intentions of the enemy to blockade or mask Sandy Hook entrance of New York, with one fleet equal or superior in force to all we can assemble to resist—shortly afterward to approach New York via Long Island Sound with a force double ours, and an army corps in transports.

Everyone being thus subject to the New York chief, and all the government's available resources being placed at his disposal the problem is for him to consider, and the solution will be undertaken by the college; therefore, as from this chief's standpoint, and the plans formed and arguments made and the reasoning used will be credited to him. His authority covers the seizure of merchant steamers, mail and freight, for distant scouting, the command and disposition within his limits of naval reserves (both men and material), revenue service, life-saving service, lighthouses and their vessels, marine corps, navy yards and their resources, pilots, city and State vessels and docks, and, in fact, his authority is absolutely for naval defense.

This admiral, therefore, formulates his plans and prepares to execute them.

He finds the few vessels retained by the government for other localities, will leave to him the force mentioned in the

June 13<sup>th</sup> 1894, continued

"problem" plus three monitors for New York defense, the Miantonomoh, Terror and Puritan.

Considering this force at its just value for defense, and after consultation with the army chiefs at New York as to the powers of the land defense by forts, mortars, dynamite guns and submarine mines, he regards New York safe for a certain length of time from occupation by a hostile fleet. He reasons that after hostile fleets shall have entirely closed both entrances to New York, established a naval base and landed their troops at some point on Long Island Sound, one month at least will elapse before they will be prepared for final attack, and before fogs and other accidents of weather will have enabled them to countermine or otherwise clear the entrance channels for their columns. During this month they must be free from serious attack by our naval force. So much for New York, our enemy's principal objective.

New London is only partially secure from attack, Gardiners bay not at all so.

Narragansett bay can be made by the land forces very difficult of attack, and will afford in its upper waters a favorable refuge for our interior fleet if strategic reasons make it desirable.

New Bedford could not afford the needed protection to our fleet.

The commander-in-chief with those facts, forming a basis, proceeds to con-

struct his plans for meeting the emergency.

Meantime, he continues busy preparations throughout the localities which may become the immediate theatre of war, strengthening and supplying them for future exigencies.

Before the assistant secretary left the ~~class~~ was presented to the various army and navy officers and ladies and gentlemen who listened to the able address.

Those present besides the class were:

Capt. F. M. Bunce, Lieutenant Commander E. W. Sturdy, Capt. Edward Field, Hon. Thomas Coggeshall, A. B. Emmons, Lieut. H. L. Willoughby, R. C. Derby, Lieut. J. T. Martin, Lieut. L. Q. Preble, Lieut. E. W. Weaver, Capt. W. H. Bixby, Lieut. H. R. Anderson, Lieut. H. Rowan, Maj. Theodore K. Gibbs, Lieut. F. F. Fletcher, Chaplain Holway, Col. Addison Thomas, Commander G. A. Converse, Capt. W. S. Muse, Capt. M. C. Marin, Joseph Tuckerman, Mrs. F. M. Bunce, the Misses Bunce, Mrs. E. W. Sturdy, Mrs. A. W. Dodd, Mrs. William McAdoo, Mrs. H. C. Taylor, the Misses Taylor, Miss Mackenzie, Miss Taylor, Miss Stockton, Mrs. C. H. Stockton, Miss Grant, officers of the various naval stations here, permanent officers of the college, consisting of Commander C. H. Stockton, Lieut. H. B. Wilson and Ensign F. Marble; officer of the class, consisting of Commanders R. P. Leary, N. Mays Dyer, T. Perry, G. M. Book, J. S. Newell, C. J. Train, H. W. Lyon, G. F. F. Wilde and C. E. Ide; Lieutenant Commanders J. V. B. Bleeker and W. Swift; Lieuts. W. Kilburn, J. J. Hunker, D. Peacock, J. M. Robinson, A. P. Osborne and W. R. Rush; Ensigns A. Anderson and A. H. Robertson; Capt. R. Wallack, U. S. M. C.

Besides the above-named classes, two commanders of the royal Swedish navy are in attendance by permission of the Navy Department, namely, C. G. Flack and G. Ugglas.

Upon the completion of his <sup>address</sup>  
The Asst Secy. took dinner with  
the President, there being present  
besides the Asst. Secretary, the Govt.  
of the States, and wife; Roscoe Stockton  
& wife and prof Freeman Snow of Harvard  
University.

During the morning Captain H. C. Taylor  
received his commission as Captain.

10 P.M. Lights out, building locked  
and reported

M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
Y

June 14<sup>th</sup> 1894.

Weather clear warm.

At 10.30 Am. the President, upon the assembling of the class in the West Lecture room delivered an address, explaining the objects of the College & the methods of Study as laid down in the programme.

12.00 M. The class retired to their respective committee rooms and began work on the "Problem".

2<sup>nd</sup> Night. James L. Sill and Mr. E. Reynolds of the revenue marine have recd permission from the Dept. to attend the Course, and have reported for duty.

10 P.M. Lights out, building locked & reported.

June 15<sup>th</sup> 1894.

Weather clear & warm.

10.30 A.M. Comdr. G. N. Stockton delivered lecture on "Preparation for War".

The officers of the Naval Reserve of Newport have received permission from the Secty. of the Navy to attend the lectures. Ensign Marshall Hall of the P. I. N. R., accordingly was present.

The officers of the Naval Reserve are:

Lieut. Hugh R. Stilleghy;

Ensigns Harry S. Hicks <sup>and</sup> Marshall L. Hall.

10 P.M. Lights out, building locked & reported.

June 16<sup>th</sup> 1894.

Weather clear & warm.

10.30 A.M. Comdr. Stockton delivered <sup>lecture</sup> on "Formation of Charts for War & Coast Defence".

Class joined in war game after lecture.

2 P.M. General inspection of building & grounds.

10 P.M. Lights out, building locked & reported.

M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

June 17<sup>th</sup> 1894.

Weather clear & warm

10 P.M. Lights out building locked & reported.

Examined to June 18  
H. C. Z. my son  
Capt. + Present

June 18<sup>th</sup> 1894.

Weather clear, light winds, fog at night.

10.15 AM. Comdr. Stockton delivered lecture on  
"Commerce Destroying!"

2<sup>nd</sup> Lieut. J. K. Sill R.M. assigned to second Committee  
" M. E. Reynolds " Third "

Besides the class the lecture was attended by officers  
from the Station, Ensign Hill of R. I. N. R. & others.

10. P.M. Lights out, building locked & reported.

June 19<sup>th</sup> 1894.

Weather mixed & hazy, fog at night.

10.15 AM. Comdr. Stockton del. second lecture  
on "Commerce Destroying!"

Officers from Training Station attended lecture.

10 P.M. Lights out building locked & reported.

June 20. 1894.

Weather hazy, mist heavy fog from 12 M.

10.15 Am. The President del. first lecture of series on "Naval Tactics."

Officers from Training Station attended lecture.

Professor P. R. Alger and Lt. Comdr. A. B. Lyden, lecturers, reported.

War game in East lecture room.

10 Pm. Lights out, building locked & reported.

June 21. 1894.

Weather warm & hazy.

10.15 Am. Professor P. R. Alger delivered a lecture on "Naval Ordnance, Its development & present State."

Officers from the Station and Fort Adams attended

Three naval attaches to the Chinese Legation visited the College & were escorted over the building by the President. They were: Shou Ling, Feng Shen, & You Tsin Su.

10 Pm. Lights out, building locked & reported.

N  
O  
P  
Q  
R  
S  
T  
U  
V  
W

June 22" 1894.

Weather hazy warm.

Examined 6 June 22  
H. C. Taylor  
Capt.

10.15 A.M. Professor Alger lectured on  
"The Gun in Naval Warfare."

Officers from the Fort, Training Station  
& Lopez Station attended.

10 P.M. Lights out, building locked & reported.

---

June 23"

Weather hazy & warm.

10.15 A.M. Lt. Comdr. A. R. Louden del. lecture  
on "The office of armor in Naval  
Warfare."

11.30 A.M. War Game by the class.

2 P.M. General inspection of building & grounds

10 P.M. Lights out, building locked & reported.

June 24<sup>th</sup> 1894.

Weather hazy & warm.

10 P.M. Lights out, building locked & reported.

---

June 25<sup>th</sup>

Weather hazy, fog at night.

10.15 Am. Professor Freeman Sears on  
"International Law".

11.45 Am. Comdr. Stockton on "Sea  
Blockades & Investments."

Officers from Fort Adams, Training  
Station attended.

10. P.M. Lights out, building locked & reported.

---

June 26<sup>th</sup>

Weather hazy, heavy fog at night.

10.15 Am. Committee work on the "Problem".

Star Game.

Three Chinese naval attaches, officers  
from the Fort and Station, civilians  
from Newport & elsewhere witnessed  
the game.

10 P.M. Lights out, building locked & reported.

N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

June 27, 1894.

Weather foggy.

10.15 AM. Captain Taylor lectured on  
"Naval Tactics."

11.45 AM. Professor Freeman Snow on  
"International Law."

Officers from Fort Adams, Station  
attended.

12.15 P.M. Comdg. Officer of the "Portsmouth"  
paid his respects to the President.  
~~attended~~

10 P.M. Lights out, building locked &  
reported.

---

June 28"

Weather warm, heavy fog.

10. AM. Committee work on "Problem",  
war charts & defense plans.

War Game.

Officers from Fort Adams, Station  
& civilians from Newport attended

12 M. Comdr. Mr. Bainbridge-Hoff reported for special  
Temporary duty.

10 P.M. Lights out, building locked & reported

June 29<sup>th</sup> 1894.

Weather foggy & warm.

10.15 A.M. Comdr. Am. Cambridge-Hoff lectured  
on "Fleet Drill Book".

11.45 A.M. Lieut. A.P. Hiblack on "Navy &  
Army Signalling".

Officers from the Fort & Station &  
Naval Reserve attended.

10 P.M. Lights out building locked & posted.

June 30<sup>th</sup> 1894.

Weather foggy, rain.

10.15 A.M. Lieut. Hiblack on "Interior  
& Exterior Communications (Signalling) In  
relation to Tactics."

11.45 A.M. "Fleet drill Book" by  
Comdr. Cambridge-Hoff postponed  
on account of sickness of Comdr.  
until Monday.

2 P.M. Building & grounds inspected  
by President.

10 P.M. Lights out, building locked.

Examined to June 29  
H. C. Taylor  
Capt. Pres.

N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

July 1" 1894.

Weather warm, lazy.

10 P.M. Lights out, building locked & reported.

---

July 2" 1894.

Weather clear & cool.

10.15 Comparative Examination of  
"Foreign Navies" by Asst. Naval Constructor  
Lapps.

11.45 Am. "Fleet Drill Book"

Comdr. Bainbridge-Hoff.

Officers from Fort Adams & Station  
attended.

10 P.M. Lights out, building locked & reported.

---

July 3"

Weather foggy & warm.

10.15 Am. "Ramming treated with special  
reference to possible consequent injuries  
and their effect upon stability, trim &  
subsequent fighting efficiency." Asst. A.C. Lapps.

11.45 Am. Committee work; the "Problem", etc.

10 P.M. Lights out, building locked & reported

July 4<sup>th</sup> 1894.

Weather clear & warm.

10 P.M. lights out, building locked & reported.

---

July 5<sup>th</sup> 1894.

Weather warm & hazy.

10.15 A.M. "International Law."  
Prof. Snow.

11.45 A.M. Committee Work, - War Chats, &c.

10 P.M. lights out, building locked & reported.

---

July 6<sup>th</sup>

Weather warm fog.

10.15 A.M. "International Law."  
Prof. Snow.

11.45 A.M. "Combined Maritime Operations"  
Comdr. Strockm.

Officers from Post & Station attended.

10 P.M. lights out, building locked & reported.

N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y

July 7, 1894.

Weather clear & pleasant.

10.15 Am. Combined Maritime Expeditions'  
Lands. Stream.

11.45 Am. War Games, Strategy.

2 P.M. General Inspection by President.

War Game between 1st & 3rd Committee - unfinished

July 8.

Weather clear & pleasant.

10 P.M. Lights out, building locked & reported.

July 9.

Weather clear & pleasant.

10.15 Am. "The Troop in Warfare"  
Lieut. G. F. G. Holman.

11.45 Am. "Development of Infantry Tactics"  
Capt. R. Hallack, U.S.M.C.

10 P.M. Lights out, building locked  
& reported.

July 10<sup>th</sup> 1894.

Weather clear & warm.

10.15 A.M. Committee work, war chest  
duel & tactical game.

War Game by 1<sup>st</sup> & 2<sup>nd</sup> Committee - Continued

10 P.M. Lights out building locked &  
reported .....

---

July 11<sup>th</sup>

Weather clear & pleasant.

10.15 "Naval Tactics" Capt. A. C. Taylor.

11.45 A.M. "International Law"  
Prof. Snow.

10 P.M. Lights out, building locked & reported.

---

July 12<sup>th</sup>

Weather clear & pleasant.

10.15 A.M. "International Law" Prof. Snow.

11.45 $\frac{3}{4}$  "The development of Infantry Tactics."  
Capt. R. Hallack U.S.M.C.

10 P.M. Lights out, building locked & reported.

War Game between 1<sup>st</sup> & 2<sup>nd</sup> Committee - Continued on by 1<sup>st</sup> Com.

July 19<sup>th</sup> 1894.

Weather warm & hazy.

10.15 Am. "International Law" Prof. Snow.

11.45 Am. "Hasty Entrenchments" Capt. Wallcut.

10 Pm. Lights out, building locked & reported.  
Comdr. G.M. Book granted me who learn from date.

July 20<sup>th</sup>

Weather clear & warm.

Examined to July 20.  
H. C. Taylor  
Capt. Pres.

10.15 Am. "International Law."  
Prof. Snow.

11.45 Am. "Hasty Entrenchments"  
Capt. Wallcut

10 Pm. lights out building locked & reported.

July 31<sup>st</sup>

Weather clear & cool.

10.15 Am. "Sea Power of England" &

Comdr. Stockton

War games. 2 Pm. General Inspection by The President.

10 Pm. Lights out building locked & reported.

July 22<sup>nd</sup> 1894.

Weather cloudy, rain

10 P.M. Lights out, building locked & reported.

July 23<sup>rd</sup> 1894.

Weather clear & cool.

10 A.M. Comdr. N. Maynard reported for duty in connection with lectures.

10.15 A.M. "Niagara Canal; its Commercial Geography." Comdr. Sturston.

12 M. Capt. Custance of the British Legation The College.

11.45 A.M. "Electricity in Warfare"

Comdr. W. Maynard.

Physicians certificate from Comdr. Brock testifying to the comdr's inability, on acc. of sickness to return to duty for ten days.

10 P.M. Lights out, building locked, reported.

Lt. J. J. Hunter left tonight for Gardeners Bay to explain to U. S. Naval Reserve the War College "Problem" & course of

Study. By order of the Secretary of the Navy.

10.15 A.M. "Electricity in Warfare" Comdr. W. Maynard.

11.45. "Niagara Canal; Naval & Commercial examination of the Gulf & Caribbean." 1<sup>st</sup> Comdr. Sturston

10 P.M. Lights out, building locked & reported.

P  
Q  
R  
S  
T  
U  
V  
W

July 25, 1894.

Weather clear & warm.

10.15 Am. "Nicaragua Canal; Naval & Commercial ex. of the Gulf & Caribbean." 2<sup>nd</sup> Lt. Stockton

11.45 Am. "The Impediments in Warfare"  
Lt. Holman.

10. P.M. Lights out, building locked & reported.

July 26

Weather Breezy. Thermometer at 3 P.M. 86

10.15 Am. "International Law."  
Prof. S. Snow.

11.45 Am. "Nicaragua Canal."  
Comdr. Stockton.

10 P.M. Lights out, building locked & reported.

July 27

Wind. Amner returned from Gardner's Bay Traps

Weather clear & warm.

Examined July 27, 1894  
H. C. Tracy  
Capt. Pres. H.

10.15 Am. "Practice of Gunnery." Lt. Meigs

11.45 " " "Nicaragua Canal; Conclusions as to the Canal questions with respect to the U.S."  
Comdr. Stockton.

10 P.M. Lights out, building locked & reported.

July 28. 1894.

Weather clear & warm.

10.15 Am. "Practice of Gunnery."  
Lieut. Weigs.

11.15 Am. War Games - Strategic.

2 P.M. General inspection by the President  
of building & grounds.

10 P.M. Lights out, building locked & reported.

---

July 29"

Weather clear & warm.

10 P.M. Lights out, building locked & reported.

---

July 30"

Weather clear & warm.

10.15 Am. "Practice of Gunnery."  
Lieut. Weigs.

11.45 Am. "The conditions of ramming:  
The ram compared with the Gun."  
Commander P. F. Harrington.

10 P.M. Lights out, building locked & reported.

Q

R

S

T

U

V

W

X

July 31<sup>st</sup> 1894.

Weather clear & mild.

10.15 Am. "Forms of Ramrods: Injuries  
to the rammer & to the Ram.  
Tactical consequences."

Comdr. Harrington

11.45 Am. "Practice of Gunnery."  
Lieut. Weigo.

10 P.M. Lights out, building locked & reported.

August 1<sup>st</sup>

Weather clear & hot.

10.15 Am. "Practice of Gunnery."  
Lieut. Weigo.

11.15 Am. Class assembled to discuss the  
problem in the East lecture  
room. All members were  
present. The President acted  
as Chairman. The discussion  
lasted until 1.05 P.M.

The President outlined outline of solution &  
read extract from letter of Capt. Madson on Problem.

10 P.M. Lights out, building locked &  
reported.

Comdr. J. S. Newell received orders detaching him from  
War College on 13<sup>th</sup> of Aug. & ordering him to command  
of the Detroit on the 16<sup>th</sup>.

August 2<sup>nd</sup>

Weather Suetry.

10.15 Am. "Speed <sup>and</sup> handling of Rams."  
Comdr. P. F. Harrington.

11.45 Am. "International Law."  
Prof. J. Snow.

Comdr. G. M. Book reported return from  
sick leave.

10 P.M. Lights out, building locked &  
reported.

August 3<sup>rd</sup>

Weather Suetry. fog.

10.15 Am. "International Law."  
Prof. J. Snow.

11.45 Am. "The Gun, torpedos, & Armor  
as affecting the Ram."  
Comdr. Harrington

The Commandant left on four days leave, to return Tuesday  
evening. Sent to President's office Name Station Copy book.

10 P.M. Lights out, building locked reported

President War College Comdg. Name Station.  
Comdr. F. W. Dickins Comdg. "Constellation".

Examined & signed 4/24  
H. C. Thompson  
Capt

Aug. 4. 1894.

Weather overcast, rain.

10.15 AM. "Ram manoeuvres."  
Comdr. Harrington.

War Games - Strategy.

Ensign H. B. Wilson granted four  
days leave by the Comdr. from  
the 4<sup>th</sup> to the 8<sup>th</sup>.

General Inspection of building & grounds by President.  
10 P.M. lights out, building locked & reported.

---

August 5<sup>th</sup>

Weather clear & warm.

10 P.M. lights out, building locked & reported.

---

August 6<sup>th</sup>

Weather clear & warm

10.15 AM. "The place & Office of Rams in a Fleet."  
Comdr. Harrington.

Committee Work.

10 P.M. lights out, building locked & reported.

August 7<sup>th</sup> 1894.

Weather clear & cool.

10.15 Am

Committee Work.

Extension of leave granted by Captain Taylor, Comdg to Lt. Comdr. H. Swift for one wk. from 7<sup>th</sup>

6 days leave granted by Capt. Taylor to Comdr. J. S. Newell from 7<sup>th</sup>

10 P.M. Lights out, fire drill inspected & reported.

Capt. F. M. Bunce returned to station, and assumed command at 9.30 P.M.

August 8<sup>th</sup>

Weather clear & warm.

10.15 Am. "Naval Tactics"

Captain Taylor.

11.45 Am. "Combined Operations"

Captain Wallack, U.S.M.C.

Extension of leave granted Lieut. H. B. Wilson.

Q

R

S

T

U

V

W

Y

- August 9<sup>th</sup> 1894.

Weather clear & cool

10.15 Am "Combined operations."  
Capt. Wallace USMC

11.45 Am. "International Law."  
Prof. Freeman Sears.

Lt. A. B. Wilson returned to Station, did not receive telegram granting ex. of leave. Leave revoked.

10 P.M. Lights out, building locked  
& reported.

---

August 10<sup>th</sup> 1894.

Weather clear & cool.

10.15 Am. "International Law."  
Prof. Sears.

Committee Work

10 P.M. Lights out, building locked  
& reported.

August 11<sup>th</sup> 1894.

Weather clear & cool.

Star games - Strategical  
in the kitchen.

2 P.M. Buildings & ground inspected  
by the President.

10 P.M. Lights out, building locked &  
reported.

---

August 12<sup>th</sup> 1894.

Weather clear & cool.

10 P.M. Lights out, building locked  
reported.

---

August 13<sup>th</sup> 1894.

Weather cloudy, warm.

10.15 Am. "Naval Hygiene"  
Lecture by Surgeon C. A. Siegfried.

Discussion of Problem. Paper read  
by Ensign J. Marble.

Edward Levin, janitor, discharged, at our request.

R

S

T

U

V

W

X

August 14<sup>th</sup> 1894.

~~Weather clear & cool.~~

~~10.15 Am. "Naval Hygiene" Surg. A. A. Siegfried, U.S.N.~~

Trade

~~11.45. Presentation of Class discussion  
of "Problem."~~

~~J. Sargent employed (on probation) as Janitor at  
Sixty five (\$65.00 per month).~~

~~10 P.M. Lights out, building locked & reported.~~

---

August 14<sup>th</sup>

Weather Sultry.

Commuted Work.

10 Lights out, building locked & reported.

J. Sargent employed (on probation) as Janitor at Sixty five dollars per month.

---

August 15<sup>th</sup>

Weather Sultry.

10.15 Am. "Naval Hygiene" Surg. Siegfried

11.45 " Discussion of Problem.

Paper read by Ensign J. Marble.

10 P.M. Lights out, building locked & reported

August 16"

Weather Sultry - fog.

10:15 Am. "Naval Hygiene"

Surgeon Sugfried.

11:45 Am. "International Law"

Prof. F. Snow.

10 P.M. Lights out, building locked & reported.

---

August 17"

Weather Sultry, haze.

10:15 Am. "International Law"

Prof. Snow.

11:45 Am. "Naval Hygiene"

Surgeon Sugfried.

10 P.M. Lights out, building locked & reported.

---

August 18"

Weather clear & cool.

War Games - Strategic & tactical.

10 P.M. Lights out, building locked & reported.

2 P.M. Building & grounds inspected by President.

S  
T  
U  
V  
W  
Y

August 19<sup>th</sup> 1894.

Weather clear & warm.

10 P.M. Lights out, building locked & reported.

---

August 20<sup>th</sup>

Weather clear & warm

10.15 Am. "Naval Hygiene"  
Surgeon Siegfried.

President attended the function of change of Commandants. Capt. J. M. Bance relieved of Command of the U.S. Naval Station by Capt. R. K. Wallace & of the Training Station & U.S.S. "Constellation" by Comdr. J. W. Dickins.

11.45 Am. "Coast defense"  
Lieut. V. G. Lockins.

Lt. Comdr. St. Swift detached (Sept. 1<sup>st</sup>) and went to the U.S.S. "New York" as executive.

10 P.M. Lights out, building locked and reported.

August 21<sup>st</sup> 1894.

Weather clear & cool.

U. S. S. "Dolphin" with secretary of the Navy on board anchored in the Bay early in the morning. Secty. sent word he would visit War College tomorrow - Aug. 22<sup>nd</sup>.

### Committee Work.

Ensign A. H. Robertson detached & ordered to Naval Academy  
10 P.M. Lights out, building locked & reported.

August 22<sup>nd</sup>.

Weather clear & cool.

10 Am. Secty. of the Navy received at the wharf by Captain Wallace, Captain Taylor, Comdr. Dickens & Converse. The Secty. accompanied by his Aide Lt. Reamy and escorted by Captains Wallace & Taylor arrived at the War College at 10.15 Am. After looking over the building the Secty. attended a lecture in the West lecture room delivered by Naval Constructor Lapps, USN. After an intermission of half an hour, during which the Secty. was shown the strategical & tactical war games, <sup>and visited over the College</sup> he attended another lecture at 12 M. de-

August 22 continued.  
- lectured by Prof. Freeman Snow  
of Harvard University on "International Law."

At 1 P.M. the Secy. took  
dinner with Captain Hayler.

The Secretary left the College at 3.30 P.M.  
and went aboard the "Dolphin".

Lectures

10.30 Am. "Turning Tides of Ships."  
Mr. Com. Lapps.

12.40 "International Law."  
Prof. Snow.

Among the visitors today were several officers  
from the Fort, Captain Wallace, Comar. Dickson, Capt. Muse,  
Comar. Lawrence, & officers from Forbes Station.

10 P.M. Lights out, building locked & reported.

August 23" 1894.

Weather - clear & warm.

11.30 Am. "International Law."  
Prof. Snow.

10 P.M. Lights out, building locked & reported.

Aug. 24" 1894

Weather clear + cool.

10.15 Am. "International Law"  
Prof. Snow.

11.45 Am. "Turning trials and The Speeding  
of Ships."  
Asst. Nav. Contr. Lapps.

10 P.M. Lights out, building locked + reported.

August 25" 1894.

Weather clear + cool.

Star Games - Strategic + Tactical.

2 P.M. Building + grounds inspected by the  
President.

August 26"

Weather clear + cool.

10 P.M. Lights out, building locked + reported.

S  
T  
U  
V  
W  
Y

August 27<sup>th</sup>

Weather foggy.

10.15 Am. "Turning Tides & the Steering  
of Ships."

Asst. Mar. Instr. Capps.

11.45 Am. "Naval Ration + Hygiene".

Med. Dir. Dean.

10 P.M. Lights out, building locked + reported.

---

August 28<sup>th</sup> 1894.

Weather Lazy.

Committee Work.

Visiting localities.

10 P.M. Lights out, building locked + reported.

---

August 29<sup>th</sup> 1894.

Weather clear + cool.

10.15 Am. "Lectures on Coast Defense".  
read by Comdr. Stockton.

10.45 Am. "Ration + Hygiene".

Med. Dir. Dean.

10 P.M. Lights out, building locked + reported.

August 30<sup>th</sup> 1894.

Weather - clear & cool.

10.15 Am. "Ration & Hygiene"  
Med. Dir. Dean.

11.45 Am. "International Law"  
Prof. Snow.

10 P.M. Lights out, building locked & reported.

---

August 31<sup>st</sup>

Weather hazy - warm.

10.15 Am. Review of International Law  
Papers submitted by Officers  
Prof. Snow.

College visited by the Minister of the  
Argentine Republic - Estanislao S. Zaballo,  
Captain & ~~Colonel~~ Com. Vizcarra.

10 P.M. Lights out, building locked &  
reported.

Examined

Sept. 1<sup>st</sup> 1894

H. C. Taylor  
Capt.

September 1<sup>st</sup> 1894.

Weather clear & cool.

War Games - Strategy <sup>and</sup> Tactics.

2 P.M. Building & grounds inspected by  
President.

10 P.M. Lights out, building locked & reported.

---

September 2<sup>nd</sup> 1894.

Weather clear.

10 P.M. Lights out, building locked &  
reported.

September 3<sup>rd</sup> 1894.

Weather clear & cool.

Holiday - Labor day.

10 P.M. Lights out, building locked &  
reported.

September 4<sup>th</sup>

Weather - Luzzy -

10.15 Am. "Naval Engines"  
P. A. Eng. H. M. McFarland

11.45 Am. "Ration<sup>ing</sup> & Hygiene"  
Med. Dir. R. C. Dean.

10 P.M. Lights out, building locked & reported.

---

September 5<sup>th</sup> 1894.

Weather clear & cool.

10.15 Am. "Land Strategy"  
Major J. H. Coley, U.S.A.

11.45 Am. "Naval Engines"  
P. A. Eng. McFarland.

10 P.M. Lights out, building locked & reported.

S  
T  
U  
V  
W  
Y

September 6<sup>th</sup> 1894.

Weather clear + cool.

10.15 Am. "Naval Engines"  
P. A. Eng. M<sup>c</sup>Farland.

11.45 Am. "Land Strategy"  
Major J. H. Calif, U.S.A.

10 P.M. Lights out, bedding locked & reported.

---

September 7<sup>th</sup> 1894.

Weather cloudy - slight rain.

10.15 P.M. "Land Strategy"  
Major J. H. Calif, U.S.A.

11.45 Am. "Naval Engines"  
P. A. Eng. M<sup>c</sup>Farland

10 P.M. Lights out, bedding locked & reported.

The Comdt. of the Station notified the President of War College that he would be absent until the 8<sup>th</sup> - Saturday. Captain Taylor is Comdt until return of Capt. Hallenack

September 8<sup>th</sup> 1894.

Weather clear & cool.

10.15 Am. "Rations + Hygiene".  
Med. Dir. Dean.

11.45 Am. "Naval Engine"  
P. A. Eng. M. C. Ferland.

2 P.M. Building & grounds inspected by  
President.

Captain Hallen returned to Station at  
11 Am. & relieved Capt. Taylor of  
Command.

---

September 9<sup>th</sup> 1894.

Weather clear & warm.

10 P.M. Lights out, building locked &  
reported.

S  
T  
U  
V  
W  
Y

September 10<sup>th</sup> 1894.

Weather cloudy - slight fall rain.

9.45 Am. "The Tropic in Warfare".  
Lieut. Holman

11. Am. "Land Strategy".  
Major Galef.

The following orders received in connection with the Course, from the Dept:-

Captain H. C. Taylor, Comdr. A. M. Dyer, Comdr. H. W. Lyon, Lieut. A. P. Osborne & Captain R. Wallace, U.S.N.C. to "Proceed to Sag Harbor by way of New London, Conn., Fishers Island, N. Y. and Greenport, N. Y. returning to Newport R. I. by the way of New London, Conn., Fishers I. N. Y. and Stonington, Conn., on temporary duty in connection with the Course of instruction at the Naval War College & Tropic School."

Comdr. C. H. Stockton, Lieut. J. J. Hamner, Ensign J. Marble to "Proceed to Providence R. I., by way of Bristol R. I. & Warren R. I. thence to Sakonnet Point, R. I., by way of Tiverton R. I. returning to Newport, R. I. by way of Tiverton R. I., on temporary duty in connection with the Course of instruction at the Naval War College & Tropic School."

Lieut. J. M. Robinson, Lieut. D. Peacock, and Lieut. H. B. Wilson to "Proceed to Narragansett,

September 10<sup>th</sup> 1894.

Mass., by way of New Bedford, Mass. <sup>By</sup> Vineyard Haven  
Mass., returning to Newport, R. I., by the way of Vineyard  
Haven, Mass., Woods Hole, Mass., Agawam, Mass.,  
& New Bedford, Mass., on temporary duty in connection  
with the course of instruction at the Naval War  
College & Torpedo School.

Lieut. Comdr. J. V. B. Bleeker, <sup>And</sup> Lieut. J. R. Bush  
to "Proceed to Providence, R. I., by way of Jamestown, R. I.,  
South Ferry, R. I., <sup>And</sup> Wickford, R. I., returning to  
Newport, R. I., by way of Bristol, R. I., <sup>By</sup> Fall River,  
Mass., on temporary duty in connection with the  
course of instruction at the Naval War College  
& Torpedo School."

Comdr. G. E. Ide received orders detaching  
him from the College on the 15<sup>th</sup> Sept.

Tactical work with steam launches in charge of  
Comdr. Perry.

10 P.M. Lights out, building locked & reported.

Fire Drill, 5 P.M. Fire reported in chimney  
of S. B. House. Janitor, Mr. Larmer &  
deck hand on Daisy proceeded with  
ladders & buckets to West Scuttle on  
roof, placed ladders against chimney  
& stood by with buckets.

Four large barrels for holding water for use in case  
of fire were placed in attic, two in main attic  
and two above.

September 11<sup>th</sup> 1894.

Weather clear & cool.

9.45 Am. "Military Geography"  
Major Lefeb.

11. Am. Assembly of class.

data concerning History of Problem  
Ensign J. Church.

Tactical work with Steam launch in charge of Comm. Perry.

10 P.M. Lights out, building locked & reported.

September 12<sup>th</sup> 1894.

Weather cloudy.

9.45 Am. "Marines in Coast Defense"  
Captain Hallcock, U.S.M.C.

11. P.M. "The Torpedo in Warfare"  
Lieut. Holman.

Tactical work with S. launch in charge of Comm. Perry.  
Telegram read at 11. Am. -

"President Naval War College, Report. R. C. S.  
Dr. Freeman Snow died this morning"  
(Signed) John Herbert."

10 P.M. Lights out, building locked & reported.

September 13<sup>th</sup> 1894.

Weather clear & warm.

Comdr. Stockton, Lieut. J. J. Hunter <sup>and</sup> Ensign  
J. Marble, in compliance with orders of Sept.  
2<sup>nd</sup> Sept. 8, left for Providence Bristol  
& Warren, Sakonnet pt. Tiverton.

9.45 Am. "Helkins on Coast Defense"  
Captain N. C. Taylor.

Practical work with steam launches in charge of Comdr. Perry.

10 P.M. Lights wt. building locked & reported.

September 14<sup>th</sup> 1894.

Weather cloudy.

9.45 Am. "The Torpedos in Warfare."  
Lieut. Holman

11. Am. "Marines in Coast Defense."  
Capt. R. Wallensh, U. S. M. C.

6 P.M. Comdr. Stockton Lieut. Hunter <sup>and</sup> Ensign Marble returned from duty to  
Providence, Warren, Bristol, Sakonnet pt. &c.  
Practical work with steam launches in charge of Comdr. Perry.

10 P.M. Lights wt. building locked & reported.

Telephone message from Jamestown announced  
the death of Rear Admiral E. J. M. Chesley, U. S. N. retired.

September 15<sup>th</sup> 1894.

Weather cloudy, heavy rain during  
night of 14<sup>th</sup> & morning of 15<sup>th</sup>.

9.45 Am. Assemblage of class "Data of  
War Games."

Lieut. A. B. Wilson

11. Am. "Calkins on Coast Defense"  
Captain Taylor.

Comdr. G. E. Ide detached from War College.

2 P.M. Building <sup>and</sup> grounds inspected by  
President.

Memorandum of 1<sup>st</sup> Committee submitted, - on Problem.

2.30 P.M. College visited by Admiral G. P.  
Belknap

10 P.M. Lights out, building locked & reported.

September 16<sup>th</sup> 1894.

Weather cloudy

10 P.M. Lights out, building locked <sup>and</sup>  
reported.

September 17<sup>th</sup> 1894.

Weather cloudy.

7 A.M. Captain H. C. Taylor, Comdr. N. M. Dyer,  
Comdr. H. W. Lyon, Lieut. A. P. Osborne and Captain  
R. Wallace left for Sag Harbor by way of  
New London, Conn., Fishers Island, N. Y., and  
Greenport, N. Y., returning to Newport, R. I. by  
way of New London, Conn., Fishers Is. N. Y., and  
Strington, Conn., on temporary duty in connection  
with the course of instruction at the Naval  
War College.

9.45 A.M. "The Impediments in Warfare."  
Lieut. Holman.

10 A.M. Memorandum of 2<sup>nd</sup> Committee submitted  
on Paragraph II of Tactics of "Problem".

Lieut. J. J. Hunter received from Dept. leave of  
absence for thirty days from Sept.  
22<sup>nd</sup>

Lt. J. M. Robinson received from Dept. leave  
of absence for three months to  
date from completion of course  
at War College.

10 P.M. Lights out, building locked & reported.

September 18<sup>th</sup> 1894.

Weather cloudy.

9.45 Am. Memorandum of 3<sup>rd</sup> Committee  
submitted on paragraph III of Problem  
& discussion.

11 Am. Star charts submitted & explained of Herring  
Bay & of other points. Discussion.

10 P.M. Lights out, building locked & reported.

September 19<sup>th</sup> 1894

Weather cloudy, rain.

Following notice posted:- "On account of the absence of  
the parties visiting localities in the area of the  
"Problem, the schedule for the day will be changed  
to work upon the final solution of the problems &  
assigned topics."

In compliance with Dept. order, Lt. J. M. Robinson & Lt. Peacock proceeded <sup>to</sup> Nantucket by way of  
New Bedford, returning to New ~~Bedford~~ by way of Vineyard Haven, Woods Hole, Agawam & New Bedford.

10 P.M. Lights out, building locked & reported.

Capt. Taylor, Comdr. Dyer, Comdr. Lyms, Lt. A. P.  
Osborne & Capt. Wallack returned from Sag Harbor  
New London, Groton, etc.

September 20<sup>th</sup> 1894.

Weather cloudy rain.

9.45 Am. Solution of Problem by 3<sup>rd</sup> Committee.

11 Am. Solution of Problem by other Groups.

10 P.M. Lights out, building locked & reported.

---

September 21<sup>st</sup> 1894.

Weather cloudy.

9.45 Am. Strategic Plans of Campaigns  
against Foreign Powers.

11 Am.

11

10 P.M. Lights out, building locked & reported

T  
U  
V  
W  
Y

September 23, 1894.

Weather hazy. Warm.

9.45 A.M. Sub. Topics of "Problem" submitted.  
Discussion.

11 A.M.

"

2 P.M. Inspection of College + grounds by the  
President.

Lt. Comdr. Blucher + Lt. Rush left for Providence by way of Jamestown, Smith Ferry and Wickford, returning by way of Bristol + Fall River to Newport, in compliance with Dept's order.

1 dks. leave granted to Comdr. Bork from  
today.

Lt. J. J. Hinkens left on thirty days leave.

10 P.M. Lights out, building locked & reported.

At the discussion on sub. topics, a paper prepared by Lt. Comdr. Blucher  
Lt. Peacock + Lt. Rush, bearing upon the "Problem" was read by  
Lt. Rush, U.S.N. Also paper on Problem by Ensign E. A. Anderson

September 23

Weather hazy foggy + warm

10 P.M. Lights out, building locked & reported

September 24<sup>th</sup> 1894.

Weather clear <sup>and</sup> cool, wind.

Plans <sup>and</sup> solutions of the "Problem" presented  
<sup>and</sup> explained.

Strategic plans of other "Problems".

Letter read from Secy. of the Navy, granting to Lieut.  
Oliver of the California Naval Reserve permission to attend  
the remainder of the Course at the College.

At the meeting of the class, papers bearing upon the  
Problem were read by Comdr. Stockton & Lt. Osborne.

10 P.M. Lights out, building locked <sup>and</sup> reported.

September 25<sup>th</sup> 1894.

Weather clear <sup>and</sup> cool.

Star Charts presented <sup>and</sup> explained. Final  
revision of Star Games.

Paper on Sub. topic read by Comdr. Train. Paper on Problem by Comdr. Leary.

Deduction from Steam Launch Practice.

Review on Steam Launch trials by Comdr. Barry.

10 P.M. Lights out, building locked & reported.

This morning Lt. Comdr. Blusker & Lt. Rush returned from Providence.

September 26<sup>th</sup> 1894.

Weather clear & cool.

Comparisons of solutions; final revision, including College staff method of solution.

Paper on Problem read by Comdr. Dyer

" " " by 3<sup>rd</sup> Committee read by Comdr. Lynn

" " " read by Capt. Wallace, U.S. N. C.

10 P.M. Lights out, building locked & reported.

---

September 27<sup>th</sup> 1894.

Weather overcast, wind.

No further work in the launch tactics being at present possible the fireman, temporarily transferred to War Base has been returned to Training Station.

Comparison of solutions; final revision, including College staff method of solution, etc.

Papers on Problem read by members

10 P.M. Lights out, building locked & reported.

September 26<sup>th</sup> 1894.

Weather clear <sup>and</sup> pleasant.

10<sup>th</sup> Am. Assemblage of class preparatory to final adjournment. Final discussion of the Problem by the class.

11.45 Am. Review of the course <sup>and</sup> closing address of the President. (See last page).

9 am.

Orders detaching the following officers received:-

Comdr. Book	Oct.	1
" Train	"	1
" Dyer	"	1
Lt. Peacock	"	1
" Osborn	"	1

3.30 P.M. Orders received detaching the following officers:-

Comdr. C. H. Strickland	Oct.	1
Lt. William Kilburn	"	1
Lt. J. J. Hunter	"	1
Lt. J. M. Robinson	"	1

At an informal reception held in the library after the address by the President congratulatory remarks were made by Comdr. Leary, & also thanks were tendered by the Swedish officers in behalf of their Government & themselves to the President

September 29<sup>th</sup> 1894.

Weather clear & pleasant.

Final meeting of officers of Class  
and adjournment.

Captain Miller of N. Y. Naval Militia visited the  
College.

10 P.M. Lights out, building locked & reported.

---

September 30<sup>th</sup> 1894.

Weather cloudy, wind & rain

10 P.M. Lights out, building locked & reported.

---

October 1<sup>st</sup> 1894.

Weather clear & pleasant.

Orders received detaching Lt. W. R. Bush  
from attendance on course at our College  
<sup>and report</sup> for duty at Naval War College <sup>and</sup> for such  
other duty as the Comd. may assign him.

Dated Sept. 27<sup>th</sup> 1894.

Lt. Bush asks for one weeks leave, to date from the 3<sup>rd</sup> Oct.  
Granted the same day.

Fire started in boiler of a Am. Pressure 5 lbs.

10 P.M. Lights out, fire banked <sup>and</sup> reported.

October 2<sup>nd</sup> 1894.

Weather cloudy, wind.

10 P.M. Lights out, building locked & reported.

---

October 3<sup>rd</sup> 1894.

Weather clear & cool.

10 P.M. Lights out, building locked & reported.

---

October 4<sup>th</sup>

Weather variable, rain.

10 P.M. Lights out, building locked & reported.

October 5<sup>th</sup> 1894.

Weather clear & cool.

James Sargent - Janitor discharged at his own request.

2 P.M. General Inspection of building by President.

10 P.M. Lights out, building locked & reported.

October 6' 1894.

Weather clear + cool.

Following orders published:-

"The fireman will not carry above 120 lbs. of steam in boilers of any of the War College launch."

"The fireman in charge of boiler (War College) will not carry above 12 lbs. of steam unless otherwise ordered."

"Until further orders the draughtsman, in addition to his present duties, will, as janitor, have charge of all work performed by employees in the College building."

"The houses assisting in the janitor work will be on hand to answer calls during office hours."

"The College fireman will be excused for errands to the boat, etc., at such times as he can be spared from attendance upon the Boiler."

"The small force of employees at the College makes it necessary that they should not be called upon for work outside the routine duties of the College."

Captain A. S. Schley visited the President in the afternoon.

10 P.M. Lights out, building locked & reported

October 7<sup>th</sup> 1894.

Weather clear + cool.

10 P.M.

Lights out, building locked + reported.

---

October 8<sup>th</sup>

Weather clear + cool.

Staff work on Solution of Problem.

10 P.M. Lights out building locked + reported.

---

October 9<sup>th</sup> 1894.

Weather cloudy, rain during night.

Lt. Hunter returned from leave, visited Clegg and pursued his efforts preparatory to leaving.

10 P.M. Lights out, building locked + reported.

---

U  
V  
W  
Y

October 10<sup>th</sup> 1894.

Weather - stormy, rain.

Lt. A. R. Bush returned from leave <sup>and</sup> reported for duty. Given temporary desk room in Comdr. Stoveston's office until 15<sup>th</sup>.

10 P.M. Lights out, building locked & reported.

October 11<sup>th</sup>

Weather stormy, cold.

Staff work upon solution of problem & War Charts.

10 P.M. Lights out, building locked & reported.

Examined to  
Oct. 12<sup>th</sup> 1894  
H. C. Gray  
Capt. Pres.

October 12<sup>th</sup>

Weather clear & cool.

Lieut. Stinson applied for one wks. leave, (granted) to date from 14<sup>th</sup>.

Staff work upon Solution of Problem & War Charts.

10 P.M. Lights out, building locked & reported.

October 13 1894.

Weather clear & cool.

Staff work upon solution of Problem and  
War Charts & defence Plans.

10 P.M. Lights out, building locked & reported.

October 14 " 1894.

Weather clear & cool.

Mr. Hilson left on one week leave.

10 P.M. Lights out, building locked & reported.

October 15 " 1894.

Weather clear & cool.

Comdr. Stockton detached from College this date and  
placed on waiting orders. Furniture belonging to Comdr.  
Stockton removed & quarters vacated.

S. E. Quarters vacated by Comdr. Stockton, by order of Dept.  
Turned over to Comdr. of Station as his quarters.

Following order rec'd from Commandant: "Memo. for President Naval War College."

"Officers of the Station wishing to entertain  
their friends, I see no objection to their doing  
so occasionally in such rooms of the War College  
as may be conveniently set apart by you for such use.

I therefore authorize you to permit it, subject  
to such limitations as to time & place, as will cause it  
not to interfere with the routine of the College work."

10 P.M. Lights out, building locked & reported.

October 16<sup>th</sup> 1894.

Weather clear & cool.

Commandant inspected S. E. Quarters, received the keys and formally took possession, as per orders from the Dept. dated Sept. 27<sup>th</sup> 1894 (See letter book)

Staff work upon Solution of Problem etc.

10 P.M. Lights out, building locked & reported.  
Comdt. of Station left for Washington. Captain Taylor in command of Naval Station.

---

October 17<sup>th</sup> 1894.

Weather clear & cool.

Staff work upon Solution of Problem, etc.

Following order published:-

"The officers of the College staff will be permitted to smoke in their offices.

They are requested not to smoke elsewhere in the College.

Each officer will be responsible that every precaution against fire is taken in his office.

The officers are requested to avoid passing through the corridors carrying lighted cigars or papers, but to confine their smoking rigidly, each to his own office."

10 P.M. Lights out, building locked & reported.

October 18, 1894.

Weather clear & cool.

Staff work on Solution of Problem.

10 P.M. Lights out, building locked & reported.

---

October 19"

Weather variable.

Staff work on solution of Problem.

10 P.M. Lights out, building locked & reported.

---

October 20"

Weather clear & cool.

Staff work on solution of Problem.

2 P.M. Building & grounds inspected by the President.

10 P.M. Lights out, building locked & reported.

T  
U  
V  
W  
Y

October 21" 1894.

Weather clear + cool.

Lt. Stilson returned from one who. leave.

10 P.M. Lights out, building locked & reported.

---

October 22"

Weather clear + cool.

Staff work upon solution of problem.

Lieut. Rush granted two who. leave from date,  
with permission to apply for 2 who. extension

10 P.M. Lights out, building locked & reported.

---

October 23"

Weather cloudy, winds.

Staff work upon solution of Problem.

Lieut. Rush left upon two who. from date, with  
permission to apply for two who extension.

10 P.M. Lights out, building locked & reported.

October 24<sup>th</sup> 1894.

Weather cloudy -

9.10 A.M. Commandant's return reported to President.

Staff work upon solution of Problem.

10 P.M. Lights out, building locked & reported

---

October 25<sup>th</sup> 1894.

Weather cloudy with rain

Staff work upon solution of Problem.

10 P.M. Lights out, building locked & reported

---

October 26<sup>th</sup>

Weather cloudy, rain.

Staff work upon Problem

10 P.M. Lights out, building locked & reported

---

October 27, 1894.

Weather clear & mild.

Staff work on War Charts & Problems.

2 P.M. General inspection of building & grounds by the President.

3.30 P.M. Reception held by officers of the Station in West lecture room, to 5.30 P.M.

10 P.M. Lights out, building locked & reported.

---

October 28, 1894.

Weather clear & mild.

Ensign Marble returned from 1 wks. leave.

10 P.M. Lights out, building locked & reported.

---

October 29

Weather variable, rain.

Staff work on Charts & Problems

10 P.M. Lights out, building locked & reported.

October 30<sup>th</sup> 1894.

Weather cloudy, slight rains.

Staff work on Charts & Problems.

6 am. Lt. Wilson left for visit to Nantucket, by way of New Bedford & Vineyard Haven, returning to Newport by way of Vineyard Haven, Woods Hole, Agawam & New Bedford as per orders of Navy Dept. of Sept. 7<sup>th</sup> 1894.

8.30 P.M. President left for N.Y. to be absent two days.  
10 lights out, building locked & reported.

October 31<sup>st</sup> 1894.

Weather - cloudy & cold, rain.

Staff work on Problem & Charts.

Captain R. Wallace left for New London on temporary duty in connection with Inspection Board of Cincinnati as member.

7.30 P.M. Lights out, building locked & reported.

Lt. Wilson returned from visit to Nantucket &c., at 7.00 P.M.

November 1<sup>st</sup> 194.

Weather clear & cool.

Staff work on Solution of Problem

10 P.M. Lights out, building locked & reported.

---

November 2<sup>nd</sup>

Weather clear & cool

Staff work on Problem

7.30 President returned from N. Y.

Captain R. Wallace returned from temporary duty as member of Board of Inspection on 'Lincaster'.

10 P.M. Lights out, building locked & reported.

---

November 3<sup>rd</sup>

Weather clear & cool.

Staff work on Problem & war charts.

2 P.M. General inspection of building & grounds by President.

President received telegram from Secretary Herbert calling him to Washington on spec. temporary duty.

November 3<sup>rd</sup> continued.

President left for Washington on 9.00 N.Y. boat.  
Lt. Stiles in charge of College.

10 P.M. Lights out, building locked & reported.

---

November 4<sup>th</sup> 1894.

Weather clear & pleasant.

10 P.M. Lights out, building locked & reported.

---

November 5<sup>th</sup> 1894.

Weather clear & pleasant.

Lt. Bush granted 2 wks. extension of lease, from date.

Staff work on Problem, charts & plans.

10 P.M. Lights out, building locked & reported.

---

November 6<sup>th</sup> 1894.

Weather cloudy -

Staff work on Problem, charts, etc.

10 P.M. Lights out, building locked & reported.

---

November 7<sup>th</sup> 1894.

Weather cloudy - rain.

Staff work on charts, plans, etc.

U.S.S. "Montgomery" anchored in the Bay this evening.

10 P.M. Lights out, building locked & reported.

---

November 8<sup>th</sup> 1894.

Weather cloudy & variable, rain.

Staff work on charts, plans, etc.

7.30 P.M. President returned from Washington.

10 P.M. Lights out, building locked & reported.

---

November 9<sup>th</sup> 1894

Weather variable, rain.

Staff work on Problem, charts, etc.

President visited the "Montgomery."

10 P.M. Lights out, building locked & reported.

November 10" 1894.

Weather cloudy, rain.

Staff work on "Problem" & Charts.

2 P.M. College & grounds inspected by President

10 P.M. Lights out, building locked & reported.

---

November 11"

Weather clear & cool.

10 P.M. Lights out, building locked & reported.

---

November 12"

Weather clear & cool.

Staff work on "Problem" & Charts  
Solution of "Problem" completed.

10 P.M. Lights out, building locked & reported.

---

November 13"

Weather clear & cool

Staff work on Charts & Abstract.

10 P.M. Lights out, building locked & reported.

November 7<sup>th</sup> 1894.

Weather cloudy - rain.

Staff work on charts, plans, etc.

U.S.S. "Montgomery" anchored in the Bay this evening.

10 P.M. Lights out, building locked & reported.

---

November 8<sup>th</sup> 1894.

Weather cloudy & variable, rain.

Staff work on charts, plans, etc.

7.30 P.M. President returned from Washington.

10 P.M. Lights out, building locked & reported.

---

November 9<sup>th</sup> 1894

Weather variable, rain.

Staff work on Problem, charts, etc.

President visited the "Montgomery".

10 P.M. Lights out, building locked & reported.

November 10" 1894.

Weather cloudy, rain.

Staff work on "Problem" & Charts.

2 P.M. College grounds inspected by President

10 P.M. Lights out, building locked & reported.

---

November 11"

Weather clear & cool.

10 P.M. Lights out, building locked & reported.

---

November 12"

Weather clear & cool.

Staff work on "Problem" & Charts  
Solution of "Problem" completed.

10 P.M. Lights out, building locked & reported.

---

November 13"

Weather clear & cool

Staff work on Charts & Abstract.

10 P.M. Lights out, building locked & reported.

---

November 14<sup>th</sup> 1894.

Weather clear & cool.

Staff work on charts &c.

10 P.M. Lights out, building locked & reported.

---

November 15<sup>th</sup> 1894.

Weather cloudy rain.

Staff work on charts & plans.

10 P.M. Lights out, building locked & reported.

---

November 16<sup>th</sup>

Weather cloudy, rain.

Staff work on charts & plans.

10 P.M. Lights out, building locked & reported.

---

November 17<sup>th</sup>

Weather cloudy, rain.

Staff work on charts, & plans.

2 P.M. Building & grounds inspected by the President.

10 P.M. Lights out, building locked & reported.

November 18<sup>th</sup> / 194.

Weather clear & pleasant.

8.30 P.M. Gunnison & Wallace left for Washington D.C.

10 P.M. lights out, building locked & reported.

November 19<sup>th</sup>

Weather clear & pleasant.

Staff work on charts, defence plans, etc.

10 P.M. lights out, building locked & reported.

November 20<sup>th</sup>

Weather cloudy, variable.

Staff work on charts, plans, etc & abstract.

10 P.M. lights out, building locked & reported.

November - 21<sup>st</sup>

Weather clear & cold.

Staff work on charts, defence plans, & abstract.

U.S.S. "Portsmouth" anchored in the bay.

Comdr. J. M. Gowan, Comdr. "Portsmouth" paid his respects to the President.

10 P.M. lights out, building locked & reported.

November 22" 1894.

Weather variable

Staff work on Abstract, charts & def. plans.

10 P.M. Lights out, building locked & reported.

---

November 23"

Weather cloudy, rain

Staff work on abstract, def. Plans & War Chart

Lieut. Comdr. Ryan visited the President.

10 P.M. Lights out, building locked & reported.

---

November 24"

Weather clear & pleasant.

Staff work on Abstract, def. plans & War Chart

2 P.M. Buildings & grounds inspected by President.

10 P.M. Lights out, building locked & reported

November 25 1894.

Weather clear & cold

Chief A. B. Wilson granted two weeks  
leave from date.

10 P.M. Lights out, building locked & reported.

November 26

Weather clear & cold, high winds.

Staff work on abstracts & charts.

10 P.M. Lights out, building locked & reported.

November 27.

Weather clear & cold.

Staff work on abstracts & charts.

10 P.M. Lights out, building locked & reported.

November 28.

Weather clear & cold.

Staff work on abstracts & charts.

Repairs commenced work in North West House.

November 29<sup>th</sup> 1894

Weather clear & cool.

Staff work upon charts, discussions &  
war Problems.

10 P.M. Lights out, building locked & reported

---

November 30.

Weather clear & cool.

Staff work upon Problems etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 1. 1894.

Weather - stormy, rain.

Staff work upon war Problems, etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 2<sup>nd</sup>

Weather clear & cool

10 P.M. Lights out, building locked & reported.

December 3<sup>rd</sup> 1894.  
Weather variable, cold.

Work on War Problems & Charts.

10 P.M. Lights out, building locked & reported.

---

Dec. 4<sup>th</sup> 1894

Weather clear & cold.

Staff work upon War Problems & Charts.

10 P.M. Lights out building locked & reported

---

Dec. 5<sup>th</sup> 1894

Weather clear & cold.

Staff work upon War Problems etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 6<sup>th</sup>

Weather cloudy, rain.

Staff work upon War problems, etc.

10 P.M. Lights out, building locked & reported.

December 7<sup>th</sup> 1894.

Weather clear & cold

Staff work upon problem etc

10 P.M. Lights out, building locked & reported.

---

December 8<sup>th</sup>

Weather cold.

Staff work upon Problems, etc.

10 P.M. Lights out, building locked & reported

---

Dec. 9<sup>th</sup>

Weather clear & pleasant.

Miss Wilson returned from leave.

10 P.M. Lights out, building locked & reported

---

Dec. 10

Weather clear & cold

Staff work upon their Problems etc.

10 P.M. Lights out, building locked & reported.

December 11"

Weather clear & mild

Staff work upon War Charts etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 12

Weather clear & pleasant.

Staff work upon War Problems, etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 13"

Weather clear & cold.

Staff work upon War Charts etc.

10 P.M. Lights out, building locked & reported.

---

Dec. 14.

Weather cloudy, rain.

Staff work upon War Charts, etc.

10 P.M. Lights out, building locked & reported.

December 15"

Weather clear & pleasant.

Staff work upon War Charts & problems.

10 P.M. Lights out, building locked & reported.

---

December 16"

Weather clear & pleasant.

10 P.M. Lights out, building locked & reported.

---

December 17"

Weather cold & stormy.

Staff work upon War Charts & problems.

10 P.M. Lights out, building locked & reported.

---

Dec. 18"

Weather cloudy, mild.

Staff work upon War Charts, etc.

10 P.M. Lights out, building locked & reported.

December 19<sup>th</sup>

Weather mixed, light rain

Staff work upon charts & problems.

10 P.M. Lights out, building locked & reported

---

Dec. 20

Weather cloudy, mixed.

Staff work upon charts & problems

100 Tons anthracite broken coal placed  
in cellar of College.

10 P.M. Lights out, building locked & reported

---

Dec. 21<sup>st</sup>

Weather cloudy, mixed & pleasant.

Staff work upon charts & problems.

10 P.M. Lights out, building locked & reported.

Dec. 22-194

Weather clear & cold

Staff work on war charts & Problem

10 P.M. Lights out, building locked & reported

---

Dec. 23

Weather clear & cold

10 P.M. Lights out, building locked & reported

---

Dec. 24

Weather clear & pleasant

Staff work upon war charts etc.

10 P.M. Lights out, building locked & reported

---

Dec. 25-

Weather clear & cold

10 P.M. Lights out, building locked & reported

Dec. 26

Weather clear & cool

Staff work upon charts & problems

Dr. H. B. Wilson granted 1 hrs. leave from duty.

Lights out, building locked & reported

---

Dec. 27.

Weather clear & pleasant.

Staff work upon charts & plan

10 P.M. Lights out, building locked & reported

---

Dec. 28<sup>th</sup>

Weather clear & cool.

Staff work upon charts & plan

10 P.M. Lights out, building locked & reported

Dec. 29-1894

Weather clear & cool

Staff work upon charts & plans.

10 P.M. Lights out, building locked & reported

Dec. 30.

Weather clear & cool.

10 P.M. Lights out, building locked & reported

Examined Dec 31, 1894.  
H. C. Taylor  
Capt. [unclear]

Dec. 31.

Weather clear & cool

Staff work upon charts & plans.

10 P.M. Lights out, building locked & reported

January 1 - 1895

Weather clear & cool

Staff work upon charts & plans.

10 P.M. Lights out, building locked & reported

January 2<sup>nd</sup> 1895

Weather clear & cool.

Staff work upon War Charts.

President takes one wk. leave, left 8.30 P.M. for N. Y.

Lt. W. B. Bush in charge.

Mr. Wilson returned from leave.

10 P.M. Lights out, building locked & reported

G. Star, Ord. Sec. granted five days leave.

Bernard Connaughton - granted two days leave

Jan. 3<sup>rd</sup> 1895

Weather clear & mild.

Staff work upon charts etc.

Chief Engineer's Quarterly report.

" Boilers at U. S. Naval War College.

Boiler for heating building, Condition Good, Pressure 15 lbs.

" Launch No. 6 2 " " " 140 "

Laid up for winter) " " " 149 " " " 140

" " " 170 " " " 140

10 P.M. Lights out, building locked & reported.

Jan. 4<sup>th</sup>

Weather cloudy - mild.

Staff work upon charts & problems.

Ensign Marble granted one wk. leave from date.

10 P.M. Lights out, building locked & reported.

January 5<sup>th</sup> 1895

Weather clear & cold.

Staff work upon charts & Problems

10 P.M. Lights out, building locked & reported  
Scanlon & Potter at work upon lights & switches in N.W. House.

---

January 6<sup>th</sup>

Weather variable, rain.

10 P.M. Lights out, building locked & reported

---

January 7<sup>th</sup>

Weather variable, mild & foggy.

Staff work upon charts & tactical prob.

10 P.M. Lights out, building locked & reported.

---

January 8<sup>th</sup>

Weather mild & variable.

Staff work upon charts & problems

10 P.M. Lights out, building locked & reported  
Plummer, J. Operates at machine N.W. House War Cruise  
putting in basin.

January 9<sup>th</sup> 1895.

Weather mixed & variable, light fall of snow.

Staff work upon charts & problem.

10 P.M. Lights out, building locked & reported.

---

January 10<sup>th</sup>

Weather stormy, rain.

Staff work upon charts & problem.

10 P.M. Lights out, building locked & reported.

---

January 11<sup>th</sup>

Weather variable, mist & fog.

St. Marble used one day extension of leave.

Staff work upon charts & problem.

"San Francisco" left this morning for Gibraltar to relieve the "Chicago."

10 P.M. Lights out, building locked & reported.

---

January 12<sup>th</sup>

Weather cloudy, mixed.

7.30 Am. U.S.S. "Essex" arrived from N. Y.

2 P.M. Inspection of building by officer in charge.

10 P.M. Lights out, building locked & reported.

St. Marble returned from leave.

January 13<sup>th</sup> 1895

Weather clear & cool.

10 P.M. Lights out, building locked & reported.

---

January 14<sup>th</sup>

Weather clear & cold.

Lt. Bush & Lt. Wilson visited "Essex" & officers.

Staff work upon charts & problem.

10 P.M. Lights out, building locked & reported.

---

January 15

Weather cloudy & cool.

Staff work upon charts & Problem.

10 P.M. Lights out, building locked & reported.  
Carpenter at work in College attic on North Windows.

---

Jan. 16<sup>th</sup>

Weather variable.

Staff work upon charts & problems.

10 P.M. Lights out, building locked & reported.  
Carpenter at work in N.W. House - general repairs.

January 17<sup>th</sup> 1895-

Weather clear & cold.

Staff work upon charts & problem.

10 P.M. Lights out, building locked & reported.  
Carpenter - at work casing doors & general repairs.

---

January 18<sup>th</sup>

Weather ~~clear~~ <sup>1895</sup> - cold.

Staff ~~work~~ <sup>work</sup> upon charts & problem.

The President returned from leave at 7.00 P.M.

10 P.M. Lights out, building locked & reported.  
Carpenter at work in attic College & general repairs.  
The U.S.S. Essex went to sea about 4 p.m.

---

January 19.

Weather fair and cold.

10 p.m. Lights out, building locked and reported.

---

January 20.

Weather clear and cold.

10 p.m. Lights out, building locked and reported.

January 21.

Weather: thawing, foggy, rainy.

Staff discussed problem for next summer.

10 p.m. Lights out, building locked and reported.

---

January 22.

Weather: clear and cold.

Staff discussed problem for next summer.

10 p.m. Lights out, building locked and reported.

---

January 23.

Weather Fair and cold.

The U.S.S. Raleigh anchored in the harbor at about 7-30 am, and saluted the Commodore's broad pennant. Capt. Merrill Miller Comdr. and Captain Taylor exchanged visits.

10 p.m. Lights out building locked and reported.

---

January 24.

Weather clear and cold.

Staff practiced Moltke's tactical problems.

10 p.m. Lights out, building locked and reported.

January 25.

Weather: fair and cold. About mid-  
night began to blow a gale from S.E. with  
snow and rain.

Staff listened to discussion of the battle  
of Copenhagen by Lieut. Wilson.

The U.S.S. Raleigh went to sea about 8.30 p.m.  
10 p.m. lights out, building locked and reported.

1895  
January 26.

Weather stormy. Wind shifted to S.W.,  
temperature rose; during afternoon weather  
moderated and cleared.

10 p.m. lights out, building locked and reported.

January 27

Weather: clear, cold, fresh breeze from West.

10 p.m. lights out, building locked and reported.

January 28

Weather clear and cold, stiff breeze from West.  
Snow storm during the night.

Captain Taylor left for Washington under orders  
to report at the Navy Department on the 31st inst.

10 p.m. lights out, building locked and reported.

January 29<sup>th</sup> 1895.

Weather clear & cold  
upon January 23<sup>rd</sup> The following order was posted  
"Until further notified the Staff will engage in the following exercises -  
Monday - 10 to 11 Am. War games.  
Single ship (not one) - (Three to two)

Tuesdays - 10 to 12 Am. War Games.  
Tactical - (open sea) (Signal books).

Wednesdays - 10 to 12 Am. War Games.  
Strategic - (Home Coast) - (China - Japan)  
(Anglo - German - Franco - Russian)

Thursdays - 10 - 11 Am. Tactical Problems.  
(von Moltke's land) (our sea problem)

Fridays - 10 - 11 Am. Tactical Analysis.  
of famous battles by each member of  
Staff in turn.

War Games etc. by Staff.

10 Lights out building locked & reported.

January 30<sup>th</sup>

Weather variable, snow.

War Games - Strategic, by Staff.

10 P.M. Lights out, building locked & reported.

January 31<sup>st</sup>  
Weather clear & cold

Factual problems etc. discussed by Staff.

10 P.M. Lights out, building locked & reported.

---

February 1

Weather variable, very cold.

Factual analysis etc. by Staff. "Batter of the Hills" Lt. Rush

10 P.M. Lights out, building locked & reported.

---

February 2<sup>nd</sup>

Weather cold, high winds.

Work upon charts, problem & library by Staff.

10 P.M. Lights out, building locked & reported.

---

February 3<sup>rd</sup>

Weather clear & cold

10 P.M. Lights out, building locked & reported.

February 4" 1895.

Weather clear & cold.

War Games - tactical by staff.

10 P.M. lights out, building locked & reported.

---

February 5"

Weather clear & cold.

fire in boiler all night.

War Games - tactical, etc. by staff.

10 P.M. lights out, building locked & reported.

---

February 6

Weather very cold high winds.

fire kept in boiler all night.

War Games - strategic - by staff.

10 P.M. lights out, building locked & reported.

Water pipes frozen in both West end houses & in College.

February 7<sup>th</sup> 1895-

Weather clear & very cold, high wind.  
fire all night.

Study of tactical problems by staff.

9.45 P.M. President returned to College.

10 P.M. Lights out, building locked & reported  
plumber at work on pipes in S. Z. & N. W. House.

Examined to date  
Feb 7<sup>th</sup> 1895  
M. B. Prichard  
S. Z. & N. W. House

February 8<sup>th</sup> 1895-

Weather very cold, high winds  
fire in boiler all night.

Tactical Analysis by Staff.

10 P.M. Lights out, building locked & reported.

February 9<sup>th</sup> 1895.

Weather very cold, winds

Staff work upon boats, library etc.

Ensign Marble granted leave from tonight until  
13<sup>th</sup> Feb. Address - United Service Club, 16 West 31<sup>st</sup> St. N.Y.

plumber at work in S. Z. House.

February 10<sup>th</sup> 1895-

Weather very cold.

10 P.M. Lights out, building locked & reported.

---

February 11<sup>th</sup> 1895-

Weather cold & clear.

War Games - single ship, by staff.

10 P.M. Lights out, building locked & reported  
plumber at work in the afternoon in S. Dr. House.

---

February 12<sup>th</sup>

Weather mild & clear, fine.

War Games, tactical, by staff.  
Commander Stockton called at College.

10 Lights out, building locked & reported.

plumber at work in S. Dr. House and  
N. W. House. finished at noon.

February 13<sup>th</sup> 1895

Weather warmer, milder.

War Games, Strategic, by Staff and  
Commander Dickins.

10 P.M. Lights out, building locked & reported.  
Ensign Marble returned from leave.

---

February 14<sup>th</sup>

Weather clear & pleasant.

Tactical problems discussed by staff.  
Lieut. St. M. C. Little called upon  
the president.

10 P.M. Lights out, building locked & reported.

---

February 15<sup>th</sup>

Weather clear & slightly cooler.

Tactical analysis by staff.

10 P.M. Lights out, building locked &  
reported.

Feb 16<sup>th</sup> 1895-

Weather cold & stormy.

Work on Charts & problem by Staff  
2 P.M. General Inspection of building  
10 P.M. Lights out, building locked & reported

---

February 17<sup>th</sup>

Weather clear & cold.

10 P.M. Lights out, building locked & reported

---

February 18<sup>th</sup>

Weather variable, cold.

War Games - single ship - by Staff.

10 P.M. Lights out, building locked & reported.

---

February 19<sup>th</sup>

Weather clear & cold.

War Games - tactical - by Staff.

10 P.M. Lights out, building locked & reported.

Examined & Feb 19  
H. C. Taylor  
Capt. H. P. ...

Launch Daisy. (62) turned over  
to Warburg Aug. 23<sup>rd</sup> 1892.

Launches No. 149 & 140 received  
from Portsmouth N. H. West &  
Arrow - May 15 - 1894.