THE DAYBOOK

Volume 12 Issue 2

In This Issue...

Cumberland Club 2007.....3

Enlighting the Ignorant and Educating the Masses.....4

Uncle Sam's Greatest Show on Earth:
A New Series on the 1907-1909 Great White Fleet.....7

Features

The Director's Column.....2

Introducing Another Captain Smith

Book Reviews.....10

Africa Squadron: The U.S. Navy and the Slave Trade by Donald Canney.
Reviewed by Joe Mosier

Ironclad Down: USS Merrimack-*CSS* Virginia *From Design to Destruction by* Carl D. Park. Reviewed by Joe Judge

The Museum Sage..12

U.S.A. vs. The World, The Line-up, 1907

Cover Illustration: The year 2007 marks not only the 400th anniversary of the Jamestown Settlement and the 100th anniversary of the Jamestown Exposition, it also marks the 100th anniversary of the grand moments in the history of the U.S. Navy, with the departure of the entire U.S. Battle Fleet from Hampton Roads en route to San Francisco. No one was more proud of the moment than the fleet's number one patron and fan, President Theodore Roosevelt. With this issue, we begin a series of articles celebrating the world's first and only around-the-world voyage of a nation's battle fleet.

HAMPTON ROADS NAVAL MUSEUM
Local History. World Events.

About The Daybook *and the Museum*

The Daybook is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM reports to the Naval Historical Center's Museum Division. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship *Wisconsin*.

Call for information on the museum's and *Wisconsin*'s hours of operations. Admission to the museum and *Wisconsin* is free. *The Daybook*'s purpose is to educate and inform readers on historical topics and museum related events. It is written by the staff and volunteers of the museum.

Questions or comments can be directed to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gordon.b.calhoun@navy.mil or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at http://www.hrnm.navy.mil.

The Daybook is published quarterly with a circulation of 1,600. Contact the editor for a free subscription.

NAVAL HISTORICAL CENTER

HRNM Staff

Director
Becky Poulliot
Curator
Joe Judge
Exhibits
Marta Nelson
Museum Tech./Librarian
Ofelia Elbo
***Editor of* The Daybook**
Gordon Calhoun
Registrar
Michael Taylor
Educational Specialist
Odean Vanthul
Special Events/Education
Kathryn Shaffner
Education
Jennifer Hurst
Volunteer Coordinator
Thomas Dandes
Public Relations
Susanne Greene
HRNM OIC
GMC (SW) Dana L. Martin
Ceremonies Coordinator
NC1 (SW) Michael Woods
LPO
MC2 (SW) S. Clay Hoskins
Education
AW2 (AW/NAC) Erin McHale
Director, HRNHF
Capt. Tom Smith, USN (Ret.)

Introducing Another Captain Smith

The Director's Column

by Becky Poulliot

No doubt you have been hearing a lot of about Captain John Smith during this year of festivities commemorating the 400th anniversary of the Jamestown Settlement. It is my please to introduce to you another Captain Smith-Tom, that is.

Capt. Tom Smith, USN (Ret.) is the new Executive Director of the Hampton Roads Naval Historical Foundation (HRNHF), our museum's support organization. Past columns have enumerated the many wonderful financial offerings provided to us by way of HRNHF. Quite simply, the Hampton Roads Naval Museum would not exist in its current location were it not for HRNHF. It was HRNHF that paid for the museum's exhibits at Nauticus, and it was HRNHF that recently partnered with Nauticus on the new 1907 Steel Navy exhibit.

Tom is a Brown graduate with a life long interest in Spanish. In the Navy he served as the Defense and Naval Attache to our Chilean Ambassador. Tom was the Executive Officer aboard USS *Preble* (DDG-46) and commanded USS *John King* (DDG-3). He also lent his skills to the Second Fleet, the Readiness and Training Command of the Naval Surface Force and the Chief of Naval Personnel. We are lucky to have this Norfolk resident (and his lovely and talented wife Elly) in the Hampton Roads Naval Museum family. Welcome aboard, Tom. He will be part of the team that leads the museum through the remaining months of 2007, which promise to bring significant changes with the turnover of the USS *Wisconsin* to the City of Norfolk.

For the past several years the Foundation has prospered thanks to the wisdom of Admiral "Jake" Tobin, who as Executive Director made everyone's life easier with his legendary good humor and sharp insights. It would take an entire issue of the *Daybook* to summarize what Admiral Tobin has done for the Navy and the community. While that would be a worthy labor, HRNHF has decided to do something more in keeping with the Jake Tobin spirit. I ask you to consider joining me on October 24 to celebrate Admiral Tobin with your beverage of choice and a Dixieland band. This fund-raiser for the Foundation will be a small, but well-earned thank you to Admiral Tobin.

Becky

THE 2007 SPEAKERS' SERIES
presents

Theodore Roosevelt: Selling Sea Power

presented by

Dr. Lori Bogle

Monday, September 17th, 11:30 a.m.
Nauticus third floor, downtown Norfolk
Lecture and luncheon: $15 per person

Sponsored courtesy of Lockheed Martin

An American Fleet Navy is an idea we take for granted now. But at the turn of the century, it took the political skill of a U.S. President to sell this idea to the American people. Dr. Bogle will discuss how Theodore Roosevelt used the 1907 Jamestown Exposition and the Great White Fleet to market a Fleet Navy to America. After the luncheon, guests are invited to tour the new Steel Navy exhibit.

Reservations Required, Call 322-3109

Please RSVP by September 12th

Cumberland Club 2007

This summer, the education staff of the Hampton Roads Naval Museum conducted a muti-disciplinary program for Norfolk middle school students. Called "The Cumberland *Club," students had to apply to the program by writing an essay on the importance of history. We present here an essay by Emily Poetner of Azalea Gardens Middle School and photos from this year's program.*

Why is History Important?

By Emily Poetner

Why is history important? Many children ask that question every day during their history class. But at a young age, what they don't know is that there are many things that make the history of the world very important.

First of all, the history of a country makes up what the country is like today. For example, if it wasn't for the Revolutionary War, the United States of America would still be run by European countries. That would mean that the USA would not be a democracy and life as we now know would not be the same. History of a country is also very important because it shows them who their friends are and who they can trust in the future when they need help. It is also important to know how we got here. History tells us where we are in both technological advances, and in world affairs. If you know where you've been then you know where you are headed.

History is also important because of what happened from the beginning to the end and how things change during different time periods, what advances the world makes, and the new things people discover. Some things happen in history to make our lives easier, like being able to type on a computer and not a typewriter. Some events from history are just depressing, like World War II, the Korean War, and every other war where lives were lost.

Without everyone's individual history they would not be able to celebrate their heritage or nationality. This helps preserve many people's culture, because sometimes culture can be lost in the modern day world. We would not have any real holidays without the history of ours, and other countries. So our lives would not be very interesting, making us dull and uneventful.

History also teaches us to be more prepared for the next day. Events like 9/11 and the Virginia Tech massacre are just constant reminders that we need to watch out and be careful of what we do in our every day life. Occurrences like these in history can help bring a country together when it is slowly falling apart.

With history we can predict the future. If something happens every 100 years, then it would be assumed that it would happen again. Events like Haley's Comet are good examples of this. Another good example is that there have been reports of people in Iraq and other countries plotting against the U.S. It is more than likely going to happen again.

Most important though is that we can learn from the past and try not to make the same mistakes in the future. This is very important because you never want to make the same mistake twice, because sometimes if you do, the results can be worse than the first time. No one would want to relive tragedy. So, if we repeatedly make the same mistakes, then we will never evolve as

Images from this year's Cumberland Club program. Participants look at 19th century commissioning papers from the museum's collection. In the center, Preservation Officer Michael Taylor shows participant a pivot plate from one of Cumberland's cannons. At right, participants assist NOAA crew members aboard the Bay Hyrdrogapher *(Photos by NOAA, Michael Taylor, and Jennifer Hurst)*

Enlighting the Ignorant and Educating the Masses

Grassroots Progressivism at the Exposition

by Gordon Calhoun

Progress is the common theme of all world's fairs. The idea that society is moving towards, or at least holds, the promise of a better tomorrow is a concept that every fair from the 1800s to the present has showcased. Visitors to the 1907 Jamestown Exposition saw progress all around them. They saw a shiny new American fleet anchored in Hampton Roads, thousands of new and innovative products offered up by American corporations, and a society that was becoming more urbanized. But sometimes , progress comes with its own set of problems. At the turn of the 20th century, modern American society faced the spread of communicable diseases, poor public education, and ill treatment of all living things.

At the 1907 Fair
The Jamestown Exposition
One Hundred Years Later

To help solve societal issues, the public needed not only new gadgets, but a new approach to their daily lives. Starting in the late 19th century, groups of concerned citizens banded together to form community service organizations in an attempt to educate the public about society's problems. Historians call this movement "progressivism." Contemporary participants, however, referred to this broad movement as "social economy." They believed that through research, education, and public advocacy, America could be a better place to live.

Up until the 1907 Fair, expositions in America tended to ignore the concept of social economy. After being approached by several organizations seeking more publicity for their particular cause, the Jamestown Exposition managers broke with the past and decided to make grassroots advocacy a major theme of the Exposition. Additionally, they believed that previous expositions had exploited the concept of social economy. In the view of the 1907 Fair's managers, there was a difference between for-profit corporations that used expositions to market new technologies and products that allegedly made life easier and doctors attempting to prevent the spread of disease. The result of the Jamestown Exposition's foresight was a 24,000 square foot building, solely dedicated to social economy exhibits. Managers furthered their generosity by not charging rent.

This did not mean every public movement was welcome. Many early 20th century social movements more familiar to modern day observers such as election reform, woman's suffrage, and corporate regulation were not to be found anywhere. This is possibly due to the manager in charge of the social economy exhibits, Minnie Bronson. While she did a remarkable job making social economy a major theme, Bronson was one of the leading advocates against certain movements such as changes to election laws. She would later become national secretary of the National Association Opposed to Woman's Suffrage, an organization opposed to the ratification of the 19th Amendment to the Constitution. Nonetheless, she successfully recruited over thirty organizations to set up exhibits in the Social Economy Building, with a few more agreeing to construct their own buildings.

Educational institutions were a major contributor, as many colleges and grade schools built exhibits showing the value of universal public education. In the Social Economy Building, visitors saw new ways of teaching, especially to those who with special needs such as the blind, deaf, and mentally challenged. A few state schools for the deaf and blind built exhibits to show that these students not only could learn like any other "normal" child, but with the right training, could function without being a burden upon society. Also in the building were exhibits on public libraries and museums, and how cities and towns could bring education to large groups of people.

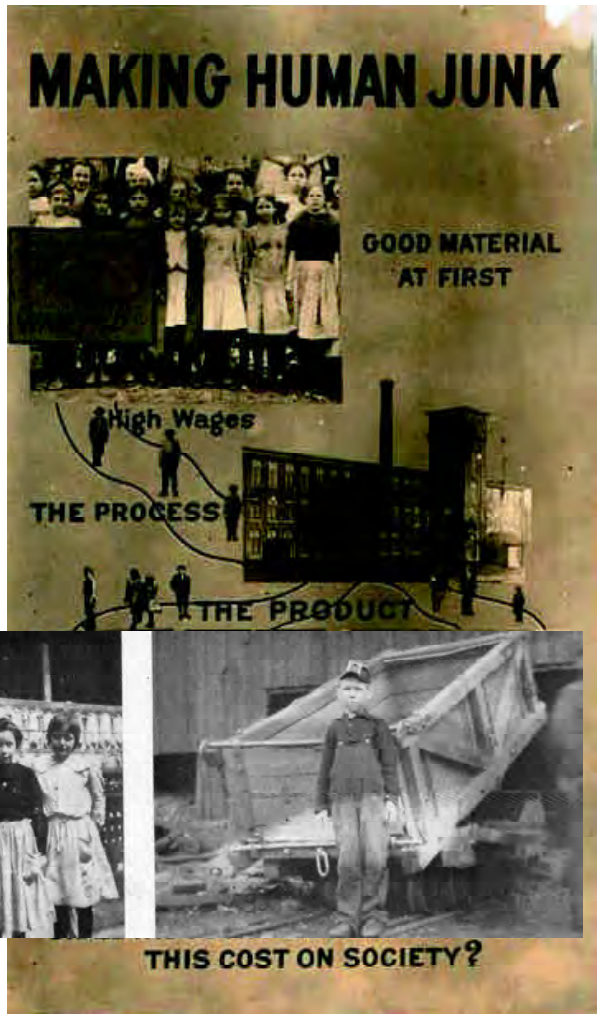
But many children in America did not even get a chance to go to school in the first place. Among the newest organizations in the social economy movement was the National Child Labor Committee (NCLC). It produced one of the more powerful exhibits in all of the Exposition. The NCLC argued that modern society was moving forward on the backs of America's children.

Minnie Bronson was the manager of the "social economy" exhibits at the Jamestown Exposition and through her work, many public advocacy groups reached a national audience that they would have never been able to do on their own. Nonetheless, Bronson was a leading national voice against some progressive movements such as women's suffrage, possibly explaining the absence of such groups from the 1907 Fair. (Photo from the Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

The NCLC argued that American industry and farms were exploiting the use of children to lower their production costs. The children would be worked for ten to twelve hours a day, six days a week, and often at the expense of their education.

Their exhibit at the 1907 Fair was one

Progressivism continued on page 5



Shown above are children from New York City who worked their own garden plots with the Children's School Farm project behind the Massachusetts Building. Probably the most powerful exhibit (shown at right) was set up by the National Child Labor Committee who used the event to unveil horrifying photos taken by Lewis Hine of young children being exploited in factories and mines. (Photos from the Official Blue Book of the Jamestown Ter-Centennial Exposition *and the Library of Congress)*

Progressivism continued from page 4

of NCLC's first public outreaches in the nation to show visitors how children were being exploited. Through the use of daily public lectures, traditional exhibits, and photographs taken by legendary investigative photojournalist Lewis Hine, the NCLC advocated that no child under 16 should be sent to work, and that no child of any age should be forced to work at night or during school hours.

Children were also the focus of women's groups, albeit groups that were in line with Bronson's more conservative vision. Several of these organizations highlighted the institution of motherhood. To organizations such as the National Congress of Mothers, National Council of Jewish Women, and the Mary Lowell Stone Memorial exhibit on home economics, motherhood was an institution that could be improved upon like anything else using scientific principles and social research. The National Congress of Mothers, for example, showcased better ways for mothers to raise and educate young children. The group decided to construct their own building called the Mothers' and Children's Buildings. Inside, visitors found the organization's ideas for setting up the perfect nursery, children's library, and children's recreation areas. Located on the eastern side of the Exposition waterfront between the West Virginia and Louisiana Houses, the buildings are one of the few non-state structures that still stand at Naval Station Norfolk.

Different segments of the public, however, produced different views on how America's children should be treated. Urban dwellers, particularly ones who lived in the Northeast, set up displays and exhibits to treat the problems facing large cities. Ironically, and in stark contrast to the NCLC message, several city administrators thought children could learn much from agriculture and field work. Behind the Massachusetts Building near the Exposition waterfront, the park commissioners of New York City built the Children's School Farm. Based on a garden tended by children in New York City, the School Farm gave each a child a small plot of land (12 feet by 4 feet) to set up his or her own garden plot. The Farm's goal was to teach children about plants and crops and the concept of good hard work. Several children worked the Farm and it was quite popular with Exposition visitors.

Also from New York City was an exhibit from the somewhat mysteriously named Industrial Removal Office (IRO). The organization was created by leaders of New York's large Jewish community living in the lower East Side of Manhattan. By 1900, thousands of Jews had fled Eastern Europe and Russia for the United States and settled in New York City. The mass immigration led to a major increase in crime, disease, and poor housing. The IRO was an attempt to provide some relief by trying to convince the immigrants to move and resettle in other parts of the United States. The IRO exhibit was an attempt by the organization to convince the rest of America to accept the immigrants into their communities. The attempt to resettle Jewish immigrants was met with hostility in some parts of the country, particularly the Mid-West and South, during the first few years of the experiment.

Probably the greatest concern of

Progressivism continued on page 6

Progressivism continued from page 5

densely populated cities was public health. As the American population gravitated towards the cities, communicable diseases became more common. Among the most dangerous and contagious of these disease was tuberculosis. Over 150,000 Americans died in 1906 of the lung disease, caused by the slow developing airborne bacteria *Mycobacterium tuberculosis*. To combat the "Great White Plague," public health clinics formed the National Association for the Study and Prevention of Tuberculosis. This organization was the first public health advocacy group ever formed in the United States. At the 1907 Fair, it brought extensive print displays to the Social Economy Building and provided daily public lectures to raise awareness of the causes of tuberculosis, simple things that every person could to prevent it from spreading (such as not spitting on city sidewalks), and to publicize known treatments. Ultimately, the group was successful in its outreach and helped bring the epidemic under control in the United States.

According to some, humans were not the only living creatures needing help. In the late 19th century, the animal welfare movement formed across the country to call for better treatment of domestic animals. At the Jamestown Exposition, the newly formed American Humane Association organized several dozen national and local animal welfare groups to construct exhibits about the need for animal cruelty laws. Doctor William Stillman, the president of the AHA and legendary advocate for humane treatment of animals, attended the Exposition and made several speeches on behalf of the animals.

Students from the Virginia School for the Deaf and Blind in Stauton, VA constructed this colonial doll house and several other items for their exhibit and can still be seen on display on the school grounds today. Several schools for the disabled from across the country came to the Exposition to the show that with the correct teaching methods, disabled students could perform any task that a "normal" student could. (Photo from The Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

Despite the call by Jamestown Exposition managers to keep for-profit corporations from exploiting the concept of social economy, a few slipped through. Some American corporations succeeded in convincing Bronson that they were indeed promoting the public good and not out to make money. The Playground Association of America and the Spalding Company built a model playground behind the Mothers' and Children's Building and naturally advocated that children should have more time set aside for recess. The Seaboard Airline Railroad showcased its traveling library that it used to pass out books to rural towns along its rail lines. The relatively new Prudential Insurance Company of America elected to build an exhibit in the Social Economy Building rather than with its fellow corporations in the Commerce Palace. Instead of making a sales pitch for its life insurance products, Prudential's exhibits displayed statistics in workplace safety, the mortality rates of America's soldiers and sailors, and the effect of disease on America.

The National Congress of Mothers (now known as the Parent-Teacher's Association) funded the construction of the Mothers' and Children's Buildings to demonstrate new methods of child rearing and education. Located behind the West Virginia House and the Louisiana House, the two buildings are among the few non-state structures still standing at Naval Station Norfolk. (Photo from The Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

The nation's largest trade union, the American Federation of Labor, also attempted to promote itself. The AFL was a fixture on the nation's fair circuit and used the fairs as a public relations tool to crowds that were often hostile in their opinion towards labor unions. The AFL occupied over 5,000 square feet of the Social Economy Building, by far the largest display. Its exhibits attempted to show the advantages of unions and the quality of union-made products versus non-union made.

Social economy is very much with us today. Many of the organizations that attempted to make a name for themselves at the Exposition are still hard at work. The National Association for the Study and Prevention of Tuberculosis is now known as the American Lung Association. The National Congress of Mothers is now known as the Parent Teachers Association. Additionally, the American Humane Association and the National Child Labor Committee continue their work today as well. In all, several dozen community based organizations, many of which had just been organized, used the chance given to them by the managers of the Jamestown Exposition to promote their causes to millions of Fair visitors. The fact that so many of these organizations continue to serve the community shows another lasting

Why T.R. Sent the Great White Fleet

by Lori Bogle

One hundred years ago this December, the Great White Fleet left Hampton Roads becoming the first and only global naval parade in history. When commemorating the event it's easy to focus on the fleet's notable achievements. Over a fourteen month period, 14,000 men on sixteen battleships and auxiliaries, traveled 46,000 miles, circumnavigated the world and demonstrated to Europe and the Far East, American strength during a time of peace. Painted white, but with ship bows still decorated with the gilded scrollwork of a bygone era, the fleet was greeted by increasingly enthusiastic crowds at twenty different domestic and foreign ports of call. By February of 1909, the battleships had returned to Virginia in excellent shape and on schedule for a grand finale a few days before President Theodore Roosevelt left office.

The successful completion of the voyage of the Great White Fleet was a world sensation, elevating its officers, sailors, and even the battleships themselves into national heroes. But it

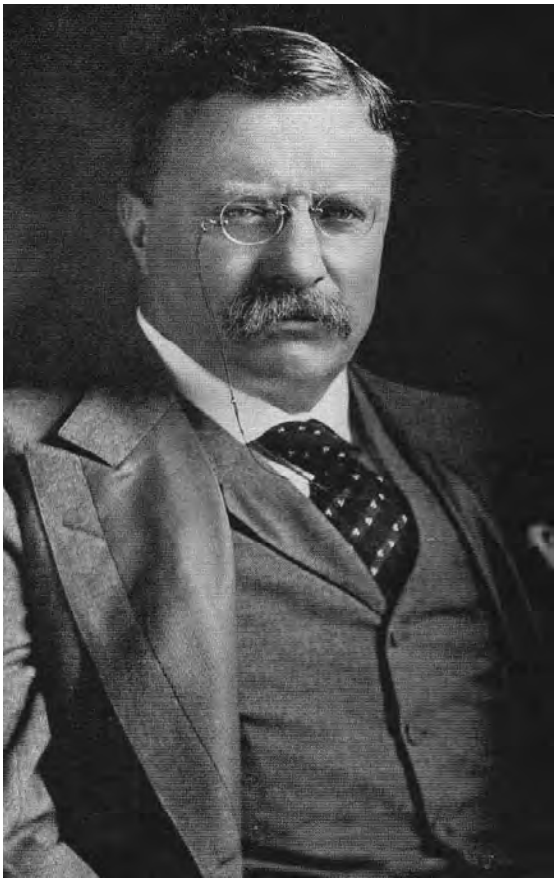
Uncle Sam's Greatest Show on Earth

The Great White Fleet One Hundred Years Later

would be Roosevelt who received the lion's share of the praise for conceiving and executing such a spectacular voyage. No other world leader was daring enough, or critics would say quite so foolhardy, to risk their fleet on a worldwide, goodwill tour. While it is impossible to identify a single, overriding motivation behind Roosevelt's decision, it is clear that he discovered a myriad of benefits – political, diplomatic, military, and even personal – as he considered the possible ramifications of a worldwide voyage for the Great White fleet.

By the time of Theodore Roosevelt's presidency the United States had become a true imperialistic power. With an inadequate naval force to protect America's overseas possessions acquired during the Spanish American War, the new president asked Congress for the funds to build the ten first-class battleships (augmented by a number of lesser vessels) that he argued were essential for national security. Roosevelt also began the process of reorienting naval strategy around the doctrines of Alfred Thayer Mahan by consolidating all American battleships into a single fleet stationed on the Atlantic coast. Roosevelt had considerable success in the first four years of his presidency achieving his diplomatic and defense measures.

After winning congressional approval for his ships, acquiring the sole rights for America to build a transatlantic canal through newly independent Panama (Hay-Pauncefote Treaty of 1901 and Hay-Bunau Varilla Treaty of 1903), negotiating a peace treaty between Japan and Russia (1905 Treaty of Portsmouth), and giving his unofficial approval for the division of the world's oceans between the U.S., British, and the Japanese fleets, the president announced that no further naval expansion was necessary, except for replacing obsolete warships when needed.

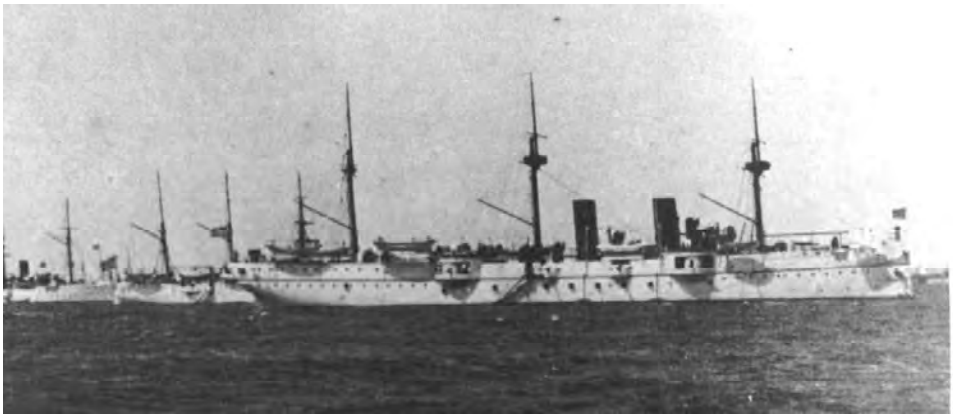


As President, Theodore Roosevelt was one of the U.S. Navy's strongest advocates and his sending of the U.S. Battle Fleet around the world in 1907 was his signature naval initiative. (Naval Institute photo)

Roosevelt's friend and advisor Henry Cabot Lodge had warned him against declaring a moratorium on new battleships. The senator correctly predicted such a public announcement would make it difficult for the president to build additional ships if world conditions changed. They quickly did. The appearance in 1906 of HMS *Dreadnought* outclassed even the most modern vessels in the U.S. fleet and gave Germany the opportunity to match the British in number of all-big-gun battleships. That, coupled with the failure the following year to impose international naval arms restriction at the 2nd Hague conference, convinced the President that the American fleet would soon lack the firepower needed to back his Big Stick diplomacy.

The Navy had discussed the need for fleet maneuvers to the Pacific with Roosevelt as early as 1905, but such a cruise was barred by technical and political obstacles. As a practical matter the navy needed to drill in the skills required for a Mahanian-style war with the Japanese fleet. It also needed to investigate coaling and docking/repair capabilities along the transatlantic route that would take the fleet to the Philippines – where the service planned to concentrate its ships to fight Japan. Until 1907, however, the U.S. did not have the necessary number of battleships or colliers to make the trip useful or possible. Political opposition came from East Coast congressmen who felt it would be dangerous to leave their states unprotected for the extended period of time necessary for the fleet to travel to California and return by either proposed route – the Suez Canal or back through the Strait of Magellan. Some representatives feared that the battleships

Roosevelt continued on page 8



Before the Great White Fleet, there was the great "White Squadron" of cruisers shown here assembled in Hampton Roads in the early 1890s. Fleet gatherings and rendezvouses were effective ways for all of the world's navies to publicize and show off their fleet. Before the Great White Fleet left, two such rendezvous, 1893 and 1907, were held in Hampton Roads. (HRNM photo)

Roosevelt continued from page 7

would never return and that Roosevelt was actually using the proposed exercise as a ploy to force Congress to build a two ocean navy. Overall, Roosevelt's critics felt that his so-called "practice cruise" was an attempt by the president to bolster his political support on the West Coast by capitalizing on fears of a possible war with Japan.

While the Department of the Navy viewed the fleet exercise as a trial run for a war with Japan, Roosevelt only gave final approval to the voyage because of a world climate of peace. One of the main reasons Roosevelt decided in 1905 to halt battleship construction had been America's cordial relations with Japan and England that had allowed each power to retain the bulk of their fleets in home waters. While Japan's overwhelming naval victory that year against Russia at the Battle of Tsushima had pleased the President, it also caused him worry. He needed Japan to strengthen itself militarily to keep European nations from threatening American interests in the Philippines and China.

Yet, Roosevelt fully believed that unless checked the Japanese would become increasingly aggressive and someday declare war on the United States. In 1906, a measure by the San Francisco School Board segregating oriental children led to riots in Japan and California. Roosevelt resolved the San Francisco issue with the Gentleman's Agreement of February 12, 1907 and by the time the Great White Fleet left Hampton Roads that December, relations with Japan had improved considerably. For that reason the voyage cannot be interpreted as threatening war. It was a military measure, nonetheless. The President designed the maneuvers to demonstrate to the Japanese, during a time of peace, that the United States could move its fleet to the Pacific with or without the Panama Canal and that it would arrive battle ready.

While the first and most difficult leg of the voyage (Hampton Roads to Magdalena Bay, Mexico) can be viewed largely in military terms, the rest of the fleet's itinerary served the President's domestic and international publicity needs. Roosevelt claimed in his autobiography that his primary reason for sending the fleet on its world tour was "to impress the American people" and "stimulate popular interest and belief in the navy." With the country in the midst of an economic recession, the President, a master at harnessing public opinion, attempted to overcome congressional opposition to his request for four modern battleships by taking his case directly to the public in numerous speeches and through a number of creative media events. He designated the Jamestown Tercentennial Exposition at Hampton Roads, the embarkation and termination point for the Great White Fleet, as an "international, naval, marine, and military celebration." He also refashioned the proposed fleet maneuvers, with their nuanced diplomatic and military objectives, into global maritime parades in order to increase the popularity of the Navy at home and to increase the prestige of the nation abroad.

Prior to World War I, Great Britain and Germany held extravagant annual naval pageants (often called reviews or parades), inviting select nations and foreign journalists. America hosted its first pageant in 1893 at Hampton Roads in connection with the World's Columbian Exposition. The second was in 1902 when Roosevelt

Roosevelt continued on page 9

GOES INTO MORE HOMES AND READ BY MORE PEOPLE THAN ANY OTHER RICHLAND COUNTY PAPER

5000 Daily Circulation, Delivered by Carrier, into Mostly Every Home in Mansfield.

THE MANSFIELD NEWS

Free Messenger Service

Twenty-third Year. No. 240. MANSFIELD, OHIO, MONDAY EVENING, DECEMBER 16, 1907. Price 2 Cents.

MIGHTY ARMADA PASSES OUT TO SEA

President Roosevelt Gives the Word That Starts the Great Fleet of Warships to the West Coast of the United States.

STIRRING SCENES AT NORFOLK

Impressive Pageant as the Commander-in-Chief of the Navy Bids Farewell to the Battleships as They Start on Their Cruise to the Pacific—The Fleet and the Officers of the Greatest Naval Array That Ever Went to Sea—Scenes and Incidents of the Departure of the Vessels From Norfolk, Va.

STORE ROOM

$635,930 POUNDS OF FOOD FOR PACIFIC FLEET

WHEN THE PACIFIC FLEET SAILS.

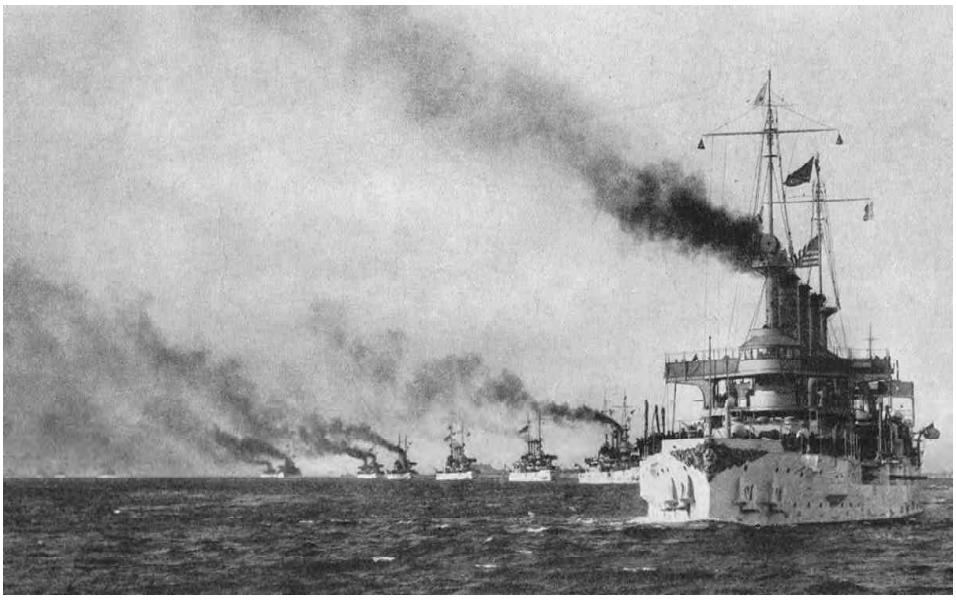
U. S. Jack Tar—Our Uncle Sam's certainly not going to let me go hungry on this trip.

CORTELYOU IN RUNNING

Secretary of the Treasury Must Be Credited With Having Good Chance

A DIVISION OF NATIONAL FORCES

If Roosevelt aimed to publicize the Navy with the voyage of the Great White Fleet, he succeeded with flying colors as shown with this headline from the local newspaper of the small town of Mansfield, OH. Newspapers from coast-to-coast covered the voyage. (December 17, 1907 edition of the Mansfield News*)*



The fleet departs Hampton Roads for California on December 16, 1907. Originally, Roosevelt signaled that he was only going to send the fleet to the West Coast of the United States. It was only later that he announced that it was going around the world. (HRNM photo)

Roosevelt continued from page 8

invited German battleships to New York. Both attracted large crowds of spectators and were effective in popularizing the Navy. U.S. participation at international pageants, however, depended on a supply of showcase vessels capable of traveling great distances and arriving in respectable condition.

America's first detachment arrived in Europe in 1903, but it is noteworthy that Roosevelt was only able to send a handful of cruisers to parade in the harbors of France, Germany and then England rather than the customary battleships of major naval powers. With the successful transit of the Great White Fleet, "Uncle Sam's Greatest Show on Earth," however, America had entered the world stage, at least symbolically. Greeted by enthusiastic crowds wherever the battleships steamed, including the ports of Japan, the American fleet brought prestige to the nation and sent a clear message to Congress – build more ships.

While political, diplomatic, and military factors figured heavily in the planning for the Great White Fleet, personal factors cannot be discounted. After announcing in 1904 that he would not run for another term, the President began building his legacy by planning a historical demonstration of his belief in the Navy as the instrument of America's foreign policy and an example of its national greatness.

Roosevelt did not consult with the State Department or even his cabinet before deciding on the venture and then micromanaged nearly every detail of the grand spectacle. He closely monitored the fleet's progress to ensure that it would return in time for him to preside at its homecoming and gave the president elect, William Howard Taft, no role in the ceremony.

Despite the positive view in the public's collective memory, the Great White Fleet, however, has a mixed legacy. The Japanese did understand the implications of the voyage and were inspired by the American visit to Yokohama to further efforts in their battleship program. Diplomatically, Anglo-American relations improved but differences increased between the U.S. and both China and Germany. The international naval community was impressed by America's success at circumnavigating the globe, but much less so by the fact that the U.S. could not supply its own ships and had to rely on over 40 British colliers to do so (The Navy only had eight colliers and could not charter private ships because American companies could not secure return cargo). Ironically, while the Great White Fleet was immensely popular with the American people, it did little to secure funding for the four battleships requested by Roosevelt for 1908 (he was barely able to get an agreement for two).

His overconfidence in sending the fleet without congressional authorization only increased the impression that he had usurped the power and privileges of the legislature. When criticized before the fleet's departure that he would exceed the Navy's yearly appropriation for coal if he dared proceed with his plan, Roosevelt taunted his opponents in a public speech. He had enough money to get the battleships to the Pacific, he argued. It would be up to Congress to bring them back.

But the American people loved the Navy and they loved their president. Whatever reason was the primary factor behind Roosevelt's decision to send the fleet around the world, the President had taken a bold step and created a public relations sensation that came to epitomize the bravery and resourcefulness of the national spirit. Shortcomings could be overlooked. For the Great White Fleet, extravaganza extraordinaire, announced the arrival of

U.S. Navy sailors pose for a picture with their Commander-in-Chief when the fleet returned to Hampton Roads in 1909 (HRNM photo).

Book Reviews

Africa Squadron: The U.S. Navy and the Slave Trade, 1842-1861

By Donald Canney
Reviewed by Joe Mosier

A recent *Smithsonian* magazine article on the execution of slave ship captain Nathaniel Gordon typifies most modern writing on the subject of the mid-nineteenth century U.S. effort at suppressing the trans-Atlantic slave trade. At once casually dismissive and sardonically disdainful, the writer peppered his article with words like "toothless", "woefully inadequate" and "corrupt". While the basic facts of the article were generally true, they were strung together in simplistic fashion designed to convince the reader that those involved in the suppression effort willfully failed in their efforts.

Donald Canney. *Africa Squadron-The U.S. Navy and the Slave Trade.* Dulles, VA: Potomac Books, 2007. ISBN 1-57488-606-1. $27.50.

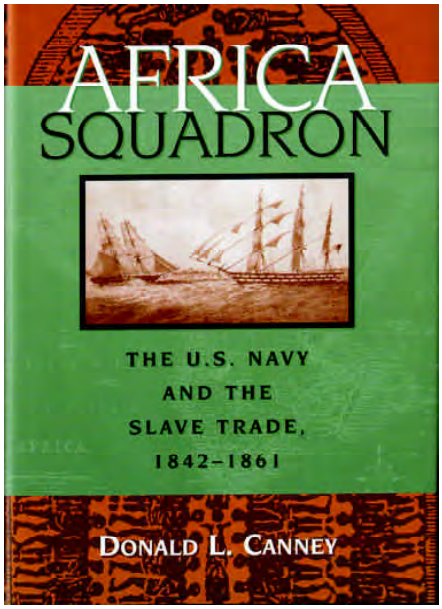
Donald L. Canney brings complexity back to the subject in his new work, Africa Squadron: The U.S. Navy and the Slave Trade, 1842 – 1861. Here is a balanced record of our Navy's attempt to do a difficult job with minimal resources in the face of public apathy. Canney shows the intricacies of the diplomatic, political and technological environment in which the Navy labored off the African coast. The moving spirit behind the Africa Squadron was not merely national repulsion at the brutalities of the slave trade. The unit grew out of the chronic distrust of England that sculpted much of American foreign policy prior to the Civil War. British seizures of American shipping (slave traders or not) was unacceptable to a U.S. public that still had strong memories of the War of 1812.

Another piece of conventional wisdom which Canney tests is the idea that Southern-born naval officers sympathetic to slavery were unlikely to carry out their orders diligently. In fact, as his numbers show, commanders from the South were statistically more likely to be successful than their Northern counterparts. The author especially praises the ingenuity and energy of two such officers, John N. Maffitt and William McBlair, both later commanders in the Confederate States Navy.

In Canney's view two elements most limited the success of the Africa Squadron. The decision to locate the unit's supply depot in the Cape Verde Islands, 2,500 miles (a month's sail) from the most fruitful patrol area resulted in limited time on station. Only 25% of a ship's deployment could be spent actually pursuing her assignment. The chronic failure to provide steam-powered ships put the Navy at a disadvantage against faster slave vessels in the highly variable weather conditions found on the African coast. Virtually every squadron commander called for a change in the location in the depot and for more (or any) steam vessels. Failure to do so rested with higher authority.

As Canney points out, seven of the ten men who held the post of Secretary of the Navy in this period were from slave states. Still, the author does not see a vast Southern conspiracy working against the success of the Africa Squadron. Rather, he sees an attitude of simple neglect. Other squadrons had quicker call on the secretary's attention. Finally, the 1858 incident of the slave ship *Wanderer*, which successfully delivered her cargo to the Georgia coast, deeply embarrassed the Buchanan administration. The depot was moved to present-day Angola and steam vessels were ordered to Africa. The effectiveness of the squadron soared. Thirty-six slavers were seized by the Africa Squadron during the nineteen years of its existence; fifteen of these were taken during 1859 – 1861.

Although the title promises only a review of the period following the Webster – Ashburton Treaty of 1842, Canney thoroughly retells earlier efforts to enforce the constitutionally mandated prohibition on American involvement in the trade in human flesh from Africa to the New World. Success in other areas by the Brazil and West Indies Squadrons are fully recounted.



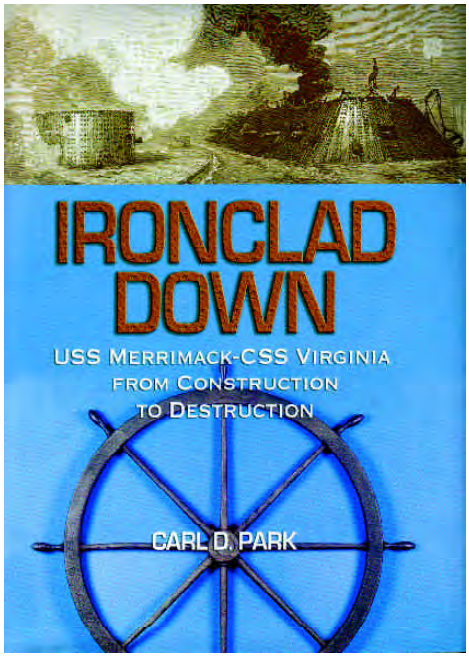
The author has done a wonderful job of research. He has thoroughly mined Navy correspondence, personal letters and ships' logs to produce what will undoubtedly become the standard work on the subject. While Africa Squadron is the new "bible" for research on the subject, it suffers from at least one biblical fault. The work is necessarily full of nautical "begats", the unexciting listings of ship movements for each of the vessels involved in the squadron. While required for a full recounting of the squadron's history, they may well strike the casual reader as dull narrative.

This reviewer has only one quibble with the author's conclusions. Canney downplays the health issues that made assignment to the Africa Squadron so unpopular with Navy men. Using death rates for 1845 – 1848 as his measure, he points out that the squadron regularly fared better than other stations. What that statistic fails to measure is the overall debilitation two years on the African coast could bring. Not mentioned in the text is the case of the highly-praised Commander William McBlair. Correspondence from Squadron Chief Surgeon George Blacknall held by HRNM shows that McBlair was so exhausted after fifteen months on station that he asked for relief from command of USS *Dale*.

On balance, Canney offers a "warts and all" view of the effort that faithfully recounts the U.S. Navy's part in suppressing the Atlantic slave trade. In doing so, he offers a balanced account that avoids

Ironclad Down: *USS* Merrimack-*CSS* Virginia *From Design to Destruction*

By Carl D. Park
Reviewed by Joe Judge



For many years a former Norfolk mayor was a regular attendee at museum events celebrating new exhibits or programs. And at each event, no matter what the topic or occasion, he would render the same verdict: "All this is fine, but what have you done about the CSS *Virginia*?" Behind his heartfelt question lies the fact that the Civil War ironclad has long gripped the imagination of Hampton Roads.

Carl D. Park. *Ironclad Down: USS Merrimack-CSS Virginia From Design to Destruction*. Annapolis: Naval Institute Press, 2007. ISBN 1-59114-659-3. $45.00.

The ironclad ship is, in many respects, unknown. The *Virginia's* foe, the *Monitor*, was the subject of some of the best known naval photographs of the Civil War. Later, its turret was raised from the ocean depths in a dramatic archaeological exploit. Contrast the visual knowledge of the *Monitor* to the *Virginia*, of which no photograph exists.

Contrast the archaeology of the *Monitor* to the *Virginia*, which was the subject of underwater recovery when that process was little more than salvage for scrap iron and souvenirs. The *Virginia*, because of contradictory items and omissions in the historical record, is haunted by a series of questions and controversies. Carl D.Park's comprehensive survey of the ship attempts to summarize the known and the unknown.

Park's book addresses anything and everything associated with the ship. For instance, *Ironclad Down* guides the reader through the misspelling (*Merrimac* vs. *Merrimack*) that has followed the ship through the years. *Merrimack* with a "k" is correct as Mr. Park demonstrates by helpfully supplying the Navy department memo establishing this name.

Bigger questions confront us, such as who was responsible for the *Virginia's* design? Park must walk through the minefield of competing claims by John Mercer Brooke and John Luke Porter, who engaged in "a never-ending dispute" in search of credit as *Virginia*'s designer. In a useful technique, extensive quotes from each man are placed side-by-side to create a kind of dialogue about the *Virginia's* origins. It would have been tempting to make hash of either Brooke or Porter and claim new historical insight. Shelves are loaded with books that purport to provide "the unknown history" of things, often subtitled "How a Little-Known (fill in the blank with an invention or ethnic group) Saved Civilization." Instead, Park states the obvious:

"There is no way to reconcile the discrepancies [in the competing claims of the two men] … After the deaths of John Porter and John Brooke, their descendants and friends picked up the challenge. I could present many more pages of arguments but they would serve no real purpose. The mysteries and myths intertwined in the history of the Civil War that will never be solved or dismissed are just as much a part of history as are the cold, hard facts."

Park also addresses other long-standing mysteries such as, what did the ram look like and where is it? The answer to this question depends first of which ram one seeks, the first which tore off in the hull of the sinking USS *Cumberland* in March 1862 or the second, most probably lost to scrap after 1868. Park provides illustrations of possible rams and copies of correspondence relating to salvage efforts during and after the war.

The heart of the book is the chapter called "Building the *Virginia*" in which Park lays out his theories on how the ship was actually constructed. This task requires sorting through the mounds of contradictory evidence from Brooke, Porter, crewmen, eyewitnesses and others. For example, the angle of the famous sloping casemate may have been 35 degrees or 36 degrees depending on the source.

Two artifacts on exhibit in the Hampton Roads Naval Museum are discussed in the book: the bell (actually on loan from the Chrysler Museum) and a piece of iron plate (donated by St. Paul's Episcopal Church). The discussion of these items and other relics of the old ship is thoughtful and non-judgmental. Let it be said that all *Virginia* artifacts, wherever they reside today, followed many a strange path to their current homes.

Park's original intent was to build an accurate model of the ship. He quickly found that examining and reconciling the conflicting and incomplete information about *Virginia* overwhelmed his plans. The model, he reports, was never built. Instead he produced *Ironclad Down*, a very valuable contribution to naval history. Anyone interested in the Confederate Navy and the Battle of Hampton Roads will enjoy this book.

Is it the last word on the *Virginia*? Given the state of the evidence, the answer to that question will always have to be 'no'. Civil War historians have waited for decades for some forgotten attic or basement to produce new definitive information about the ironclad – that time the speculation will continue.

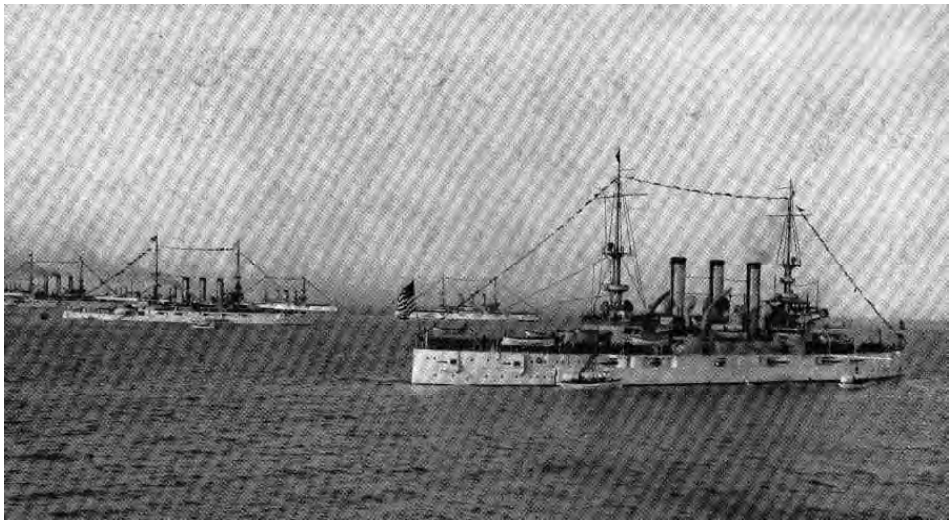
U.S.A. vs. The World
The Line-Up, 1907

The Mahanian-style of naval warfare, that is control of the ocean with big fleets that win big, decisive battles, led the world's naval strategists into a never-ending game of number counting. During times of peace, strategists were constantly counting and comparing the number of ships in their fleet against the number of ships in a rival's fleet when planning the size of their fleet. Naval historians naturally centered the discussion of naval strategy and number counting around the British. As the Royal Navy was the first and possibly last line of defense of the British homeland, the Royal Navy felt it

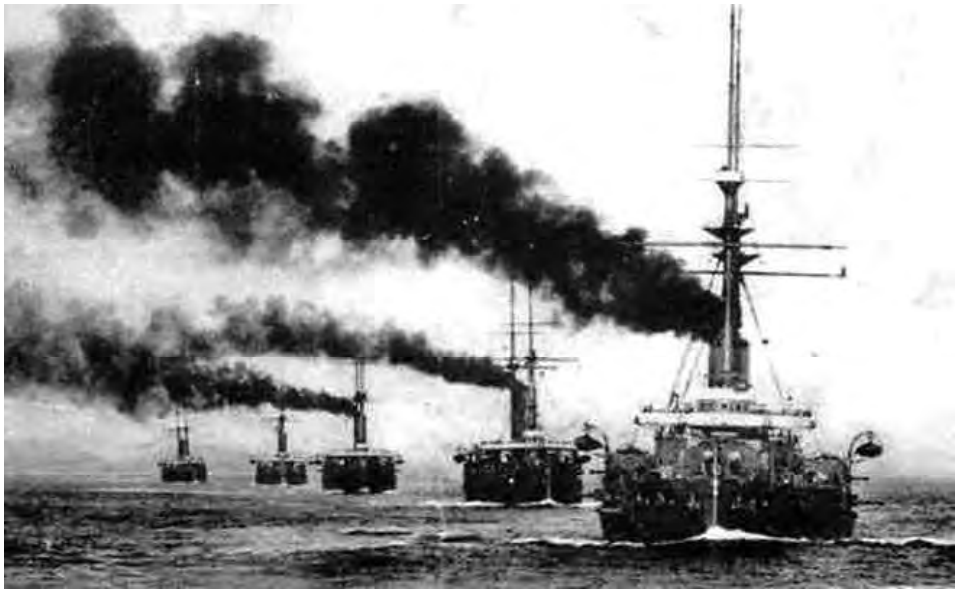
was imperative to have a numerical advantage over its rivals. For centuries Royal Navy policy was to always have more ships than any two potential rivals (usually this meant France and Spain). Towards the turn of the twenith century, a united Germany replaced France as Britain's new threat to the Royal Navy's dominance of the oceans and naval policy was adjusted to face it.

Until 1898, the United States never felt the need or desire to engage in such an arms race. We were content to use our Navy for coast defense, exploration, and peacetime defense of our commerce and citizens around the world, with the occasional intervention in the Western Hemisphere.

The rout of Spanish forces in 1898 changed all that. American politicians made the decision to occupy or politically control several new overseas territories, mainly in the Pacific and then had to



"Teddy Roosevelt's Fighting Machine" is seen here at anchor in Hampton Roads during the 1907 Jamestown Exposition's International Naval Review. In just 27 years, the U.S. Navy went from a squadron of four small steel hulled cruisers to an armada of over one hundred warships capable of a global reach. (HRNM photo).



The Imperial Japanese Navy battleship Kashima *leads a squadron of four armored cruisers on exercises in 1907. Japan did not have as large a fleet as the United States in 1907, but it had several other advantages over its American rivals. This included having the most combat experienced fleet in the world, a military alliance with the British Empire, and the burden having only to defend one ocean. (HRNM photo)*

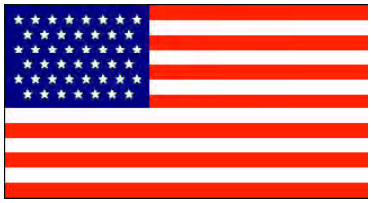
properly protect them. Forcing the issue even further was Japan's equally decisive victory over the Russians in 1904 that made Japan the premier power in the Pacific.

Congress gave the Navy a Mahanian-type fleet and authorized the most expansive ship construction program in national history. Historian William R. Braisted discovered that by 1906, the United States easily out matched Japan in number of ships. The U.S. Navy had fifteen battleships and six armored cruisers in their front line squadrons against Japan's five battleships and six armored cruisers in their front line squadrons. If one combines all the front line and reserve ships together, the

The Sage continues on page 13

Table 1-1907 Fleet Comparison, United States and Japan

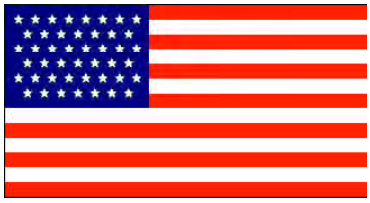
(includes older warships in reserve squadrons)



23	Battleships	14
13	Armored Cruisers	9
11	Protected Cruisers	7
20	Destroyers	27
44	Torpedo & Gun Boats	71

Table 2-1907 Fleet Comparison, United States and Germany

(includes older warships in reserve squadrons)



23	Battleships	23
13	Armored Cruisers	7
11	Protected Cruisers	30
20	Destroyers	53
44	Torpedo & Gun Boats	27

The Sage continues from page 12

United States' had a commanding lead (see Table One above). On paper, both side's individual ships were about the same. Both side's battleships carried 12-inchs guns and had nine to eleven inches of Krupp-style steel for armor (most advanced for the day). It would seem that naval strategy once again came down to numbers and the United States was safe.

However, in his research, Braisted discovered that the vast numerical superiority still did not allow American admirals to sleep well at night. They faced a major problem of geography. The distance from Tokyo to Subic Bay is 1,727 nautical miles. From Norfolk to Subic Bay, the distance is 14,622 nautical miles (remember, no canal). The U.S. also lacked the proper infrastructure to support a Pacific fleet, and Japan arguably was most battle tested and experienced fleet in the world.

There was another issue keeping American admirals up at night: Germany. The newly unified Germany was itself climbing the world rankings. The United States and Germany had butted heads more than once and there was a major concern that a future German-American war was right around the corner (see Table Two).

Braisted reported that the Navy had decided in 1907 that there was no easy answer to this two ocean problem. In the short term, President Roosevelt and his Naval advisors decided that the fleet would never be separated into two commands, and would stay in the Atlantic. This was the lesson of the 1904 Russo-Japanese War when the Russian Navy was destroyed in a piecemeal fashion. The consequence of such a policy, however, was that Japan would get at least ninety days of uncontested naval supremacy in any future war with the United States.

The British had a similar dilemma and took a different approach: don't antagonize Japan, make it your friend. In 1902, the British took the unprecedented step of signing an alliance with Japan, thereby effectively surrendering control of the Pacific to it.

For the United States, the alliance only made things more complicated. Would we have to face Britain too in a future war with Japan? British diplomats attempted to assure their English-speaking cousins that Germany was their primary concern. Roosevelt was inclined to agree and kept peaceful relations with the British in order to keep Germany in line.

The result was a complex balance of powers. Braisted put it this way, "This predicament contributed to the strange system of naval power in which Roosevelt encouraged Great Britain to preserve her naval lead over Germany, while the United States undertook to maintain a force adequate to restrain England's ally Japan."

In the minds, however, of the U.S. military leaders, the only real answer to the dilemma facing them was more of everything: more ships, more guns, more money devoted to critical infrastructure such as improved navy yards and a trans-ocean canal. Depending on another nation for your defense was not acceptable. Braisted noted that "the day was approaching when [the U.S. Navy], no longer [illegible]ent with a fleet equal to that of Germany, would press for a navy second

Ship's Company, USS Tennessee *(Armored Cruiser Number 10)*

The Atlantic Fleet Prepares to Sail

Long before the Great White Fleet got underway, newspapers from across the country were abuzz with excitement about the upcoming event and its implications. We present here a few of the headlines from the *New York Times*, the *Washington Post*, and other newspapers. We

Uncle Sam's Greatest Show on Earth

The Great White Fleet One Hundred Years Later

also present three ship's company pictures taken by Hampton, VA photographer C.E. Waterman. Many of the Fleet's companies had their picture taken by Waterman shortly before they left for San Francisco on December 16, 1907.

The Philadelphia Inquirer

Wise Advertisers Know

Only Seven More Shopping Days to Xmas

SWINGING AT ANCHOR GREAT FLEET WAITS FOR TODAY'S WORD "GO"

INSANITY IS DUE TO CONSUMPTION

CORONER PROBES ALLEGED HANGING OF YOUNG MAN

Demands Missing Piece of Towel to Support Suicide Theory

EVERYTHING READY ON SIXTEEN BIG EAGER WARSHIPS

ADMIRAL EVANS IS NOISILY WELCOMED

Gune of Battleship Fleet Thunder in Salute on the Commander's Arrival.

TO PREVENT DESERTIONS

Shore Leave Will Be Restricted from Now On—Men Must Work Hard.

PLANS COMPLETED FOR NAVAL REVIEW

Maritime Pageant Will Surpass Anything of the Kind Seen in American Waters.

SEND-OFF FOR THE FLEET

Twenty-nine Ships Will Pass in Review Before the President in Hampton Roads on Dec. 16.

NO REASON TO HOLD FLEET BACK---ROOT

Our Relations with Japan So Friendly That It May Go Properly.

A CONFERENCE WITH AOKI

Denials of Any Friction—Sailing Date of the Fleet Is Now Put at Dec. 16.

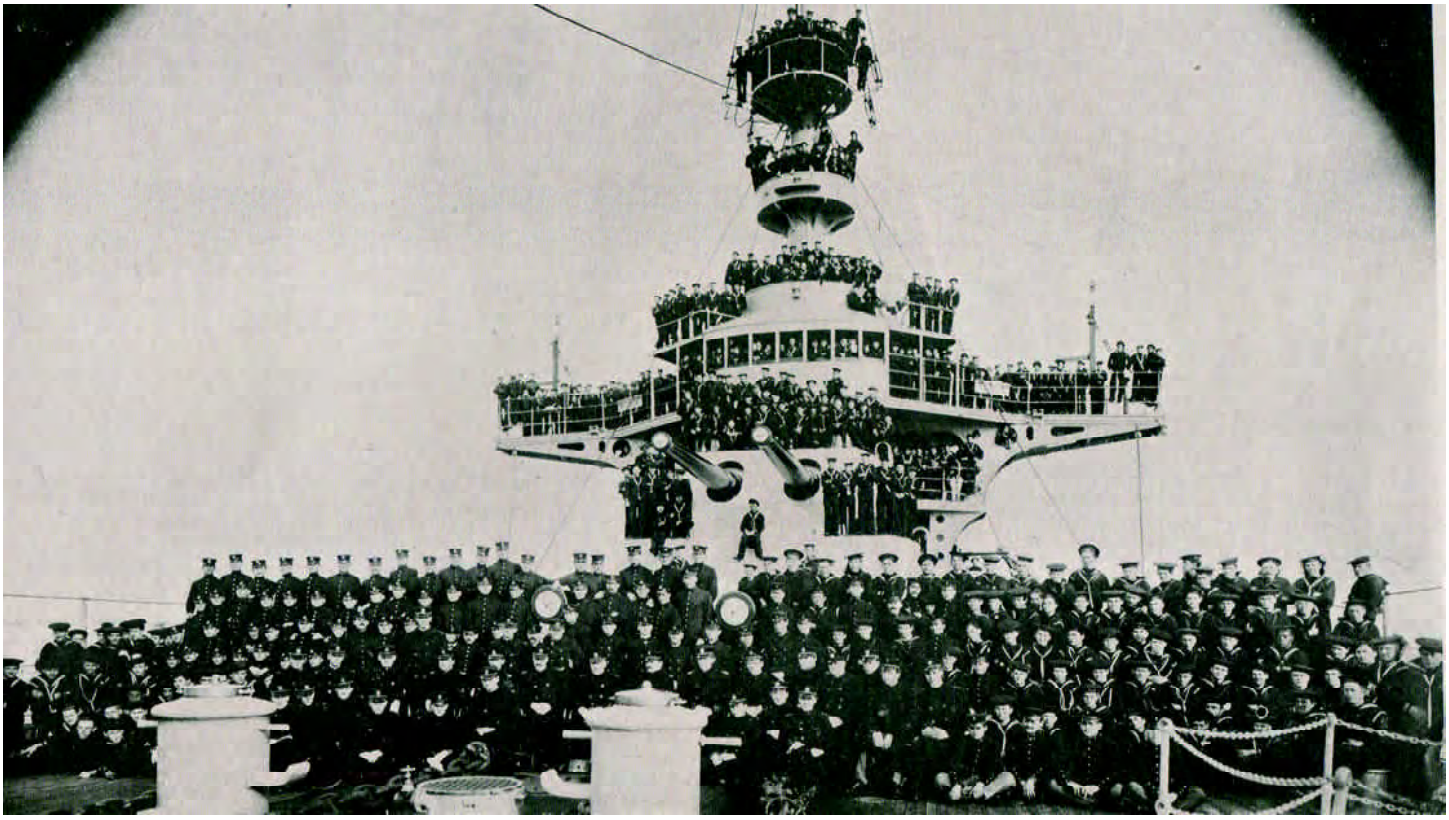
FOR FUN OR FIGHT

Fleet to Score on Cruise in Any Event, Says Evans.

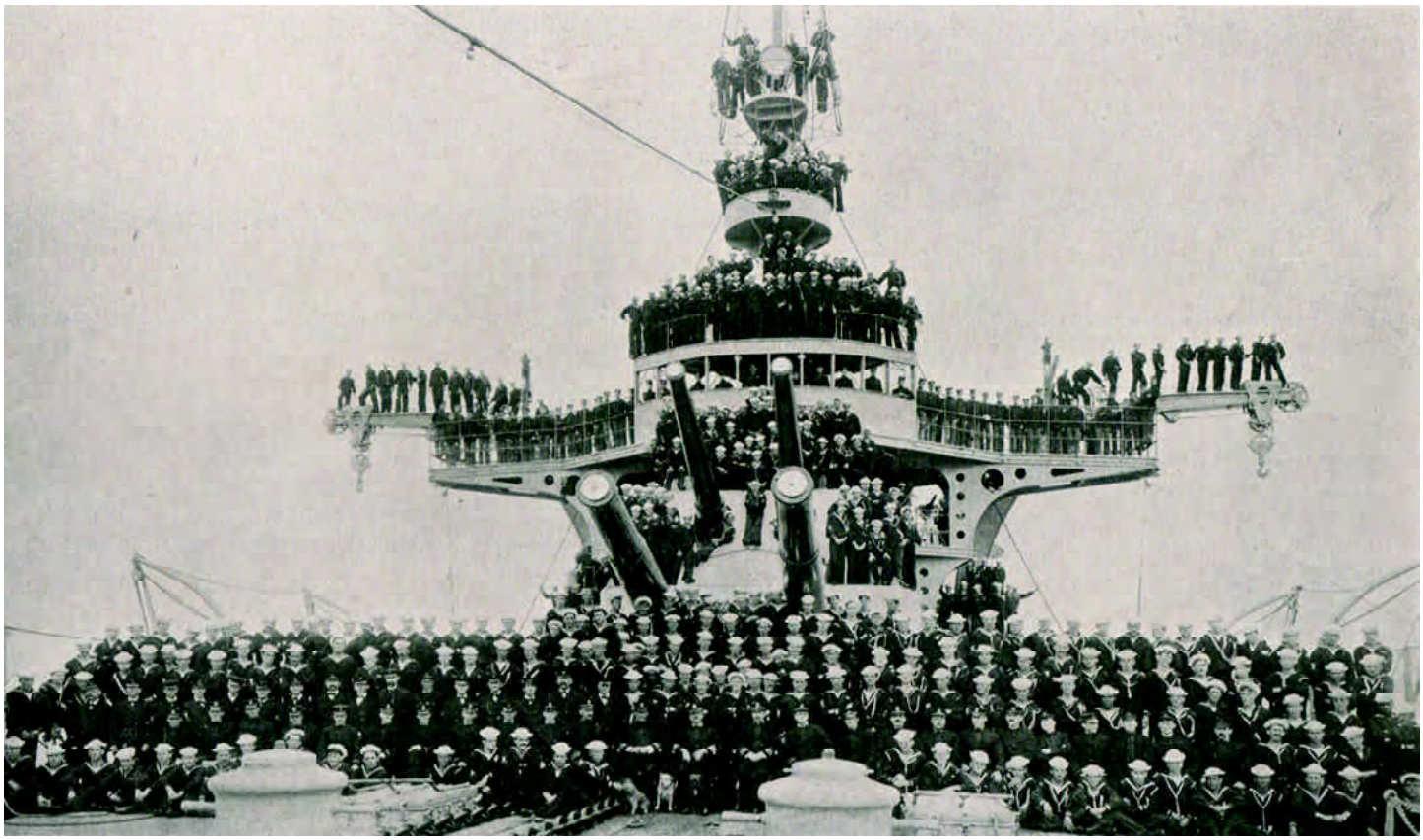
NONE WILL DARE STOP IT

Admiral Speaks at Dinner Given

Fighting Bob Evans Talks of Voyage to the Pacific.



Ship's Company, USS Virginia *(Battleship Number 13)*



Ship's Company, USS New Jersey *(Battleship Number 16)*

The Little Brothers of the Great White Fleet

DESTROYERS START FOR SAN FRANCISCO

Six Little Vessels Drop Down to Hampton Roads on 15,000 Miles Voyage.

SUPPLY SHIP IS DELAYED

Louisiana, First of the Battleship Fleet to Leave the New York Navy Yard, Will Sail To-day.

While the battleships and cruisers of the Atlantic Fleet paraded for visitors at the Jamestown Exposition, five of the Fleet's torpedo boat destroyers rest quietly at the docks of the Norfolk Naval Shipyard (note laundry and removed smoke stacks). Just a month later, these destroyers sprung to life and proceed a week ahead of their bigger brothers en route to San Francisco. (Naval Historical Center photo. Article from December 1, 1907 edition, New York Times*)*

In Our Next Issue...

- The Works of Henry Reuterdahl

-The Great White Fleet Departs

-Book Reviews: *Blue Water Patriots: The American Revolution Afloat* and *Halsey's Typhoon*