

# ONE HUNDRED EIGHTY LANDINGS OF UNITED STATES MARINES 1800-1934

By Captain Harry Allanson Ellsworth, USMC



HISTORY AND MUSEUMS DIVISION  
HEADQUARTERS, U.S. MARINE CORPS  
WASHINGTON, D.C.

Cover: Men of the Marine Corps Expeditionary Force landing at Culebra, Puerto Rico during fleet maneuvers, winter of 1923-24. (USMC Photo 515096)

# ONE HUNDRED EIGHTY LANDINGS OF UNITED STATES MARINES 1800-1934

By Captain Harry Allanson Ellsworth, USMC



HISTORY AND MUSEUMS DIVISION  
HEADQUARTERS, U. S. MARINE CORPS  
WASHINGTON, D. C.

1974

---

For sale by the Superintendent of Documents, U.S. Government Printing Office  
Washington, D.C. 20402 - Price \$3.00  
Stock Number 008-055-00078-5





DEPARTMENT OF THE NAVY  
HEADQUARTERS UNITED STATES MARINE CORPS  
WASHINGTON, D.C. 20380

FOREWORD

In 1934, Captain Harry Alanson Ellsworth, USMC, who served as Officer-in-Charge of the Historical Section, Adjutant & Inspectors Department, Headquarters, U. S. Marine Corps, produced a mimeographed booklet entitled One Hundred Eighty Landings of United States Marines 1800-1934. This work was reprinted in 1964, and a continued demand for the compilation has led to this second reprint.

The Ellsworth history has been published in exact facsimile. No attempt has been made to validate or edit it. Mr. Ralph W. Donnelly of the Reference Section of the History and Museums Division has provided a preface which expands on the subject of international landings by Marines and provides biographical data on Captain Ellsworth.

The basic material of the pamphlet is sound and the listed sources will give readers a starting point for further research. The History and Museums Division invites constructive comments on the content.

A handwritten signature in black ink, appearing to read "E. H. Simmons", is positioned above the printed name.

E. H. SIMMONS

Brigadier General, U. S. Marine Corps (Ret.)  
Director of Marine Corps History and Museums

Reviewed and approved:  
29 October 1974



## PREFACE

Ellsworth's 180 Landings, to use its popular title, has not been superseded by a more detailed or comprehensive coverage since its original publication forty years ago. The most comparable listing is to be found in Background Information on the Use of United States Armed Forces in Foreign Countries, a print of the Subcommittee on National Security Policy and Scientific Developments of the Committee on Foreign Affairs. This is a committee print from the 2d Session, 91st Congress made in 1970 as an up-date of a 1951 publication of the same title. The eight pages of Appendix II (pages 50-57) are a chronological listing of the use of U. S. Armed Forces abroad from 1798 to 1970.

Ellsworth's 180 Landings concerns itself with four basic causes for landings: (1) political intervention, (2) punitive actions, (3) protection of diplomatic mission, nationals, and their property, and (4) humanitarian. Many of these landings were solely Marine Corps affairs, a number were joint with Navy personnel. International cooperation with one or more foreign powers characterize some of these.

The effect of landing Marines on international law has long been a matter of legal speculation. The virtual abandonment of the Monroe Doctrine, the dropping of the Platt Amendment, the elimination of the "Open Door" policy in China, and the development of international organizations such as the Organization of American States and the United Nations have created a new climate in international relations.

As a result, political interventions and punitive actions no longer occur as frequently as in the Corps' early days. Landings for humanitarian reasons are still carried out and are non-controversial in the international community. Landings for the protection of diplomatic missions are no longer "landings," but have assumed a permanence hitherto not achieved by Marines assigned to this duty. The establishment of Legation guards at Tokyo in 1868, at Seoul in 1888, at Peking in 1900, and at Managua in 1913 finally led to the regular assignment of Marine guards attached to diplomatic and consular establishments as security guards beginning with a Memorandum Agreement with the Department of State signed on 15 December 1948.

This program has expanded until today (1 July 1974) there are 114 Security Guards stationed throughout the world calling on the services of about 1,100 Marines and with an expected expansion to 1,500 Marines.

Within the Marine Corps there has been a long history of a legend that the landing of Marines on foreign soil was not considered as an act of war while on the other hand the landing of Army troops would in all probability be considered as an overt act of war, and result in such.

Such an exception is not to be found in international law, and, as a matter of fact, a number of other countries have used soldiers under the same right for taking such action as we claim for the use of Marines. The almost exclusive use of Marines for landings in foreign countries by the United States may be ascribed to force of habit and a history of dependable and speedy reaction time in contrast to the greater deliberation by the Army when called upon for similar service.

The legal basis for the landing of troops in foreign countries both for intervention and interposition has been explored at length in a State Department pamphlet, Right to Protect Citizens in Foreign Countries by Landing Forces. The Third Revised Edition was printed in 1934.

The basic principles developed in this study were:

(1) The Marines have no special authority, nor any special privilege, by which armed forces might be ordered to land on foreign territory.

(2) By reason of the special character of Marine training and service afloat, in all parts of the world, Marines have in most cases been most readily at hand for armed intervention and/or interposition.

(3) In the opinion of experts in the Department of State, the President does have constitutional authority in some cases---difficult of definition---to order Marines or other armed forces ashore in foreign territory without reference to Congress, which alone can declare war.

Harry Alanson Ellsworth, the author-compiler of this work, was born 9 March 1883 at Prattsburg, N. Y. His first military experience was an enlistment in the U. S. Army covering 2 October 1899 until 27 June 1901. He then served four enlistments in the Marine Corps beginning 18 November 1903 and terminating 28 March 1917, with a seven months break between his first and second enlistment.

During 1911, Ellsworth, then a corporal, worked with Corporal Charles D. Baylis and retired Sergeant Major Edward Dunn in organizing and processing the old records books of the Marine Corps.

He was appointed a quartermaster clerk in March 1917 and was assigned to duty briefly at Headquarters Marine Corps. Receiving a commission as a second lieutenant in July, Ellsworth was assigned to the 7th Regiment and served with this unit in Cuba during World War I. Returning to the United States with the temporary rank of captain, he soon returned to Headquarters where he remained until the fall of 1922.

He reported to Marine Barracks, Quantico, on 2 October 1922, where he attended and graduated from the Company Officers' Course. This was followed by three years with the 1st Marine Brigade in Haiti. Between November 1925 and July 1930 Ellsworth was at the Naval Ammunition Depot, Hingham, Mass.; Marine Barracks, Quantico; and Marine Barracks, Parris Island, S. C.

In July 1930 he again served with the 1st Brigade in Haiti, returning to Headquarters in February 1933. Between 3 March 1933 and 30 August 1934, Ellsworth was Officer-in-Charge of the Historical Section. He then served at the Navy Yard, Washington, D. C., until his retirement with the rank of major on 30 June 1939 after 36 years, 9 months, and 12 days service.

The Marine Corps build-up prior to World War II resulted in Ellsworth being recalled for active duty on 1 June 1940 at Marine Barracks, Pensacola Naval Air Station, where he served until he was returned to retired status as of 20 December 1942.

Major Ellsworth died 19 June 1962 at the U. S. Naval Hospital on the U. S. S. Haven at Long Beach, California, in his 80th year.

Ellsworth devised a filing system which he named the "Ells-Dran Filing System." The "Ells" are the first four letters of his surname, and the "Dran" are the first letters of the words "Direct-Reference-Alphabetical-Numerical," descriptive word-titles of the major points of the system. The system was adopted by the Marine Corps in 1935 and used until 30 June 1950 for Headquarters files.

One article, a "Calendar of Important Events in the History of United States Marines 1775-1935," was prepared by Ellsworth and published in the Marine Corps Gazette for November 1935.



ONE HUNDRED EIGHTY LANDINGS OF UNITED STATES MARINES

1800 - 1934

A BRIEF HISTORY IN TWO PARTS

PART ONE

By

CAPTAIN HARRY ALANSON ELLSWORTH, U. S. MARINE CORPS

OFFICER IN CHARGE, HISTORICAL SECTION

FIRST EDITION

1934

(ABYSSINIA to FEEJEE ISLANDS)





		Page
1800	Dominican Republic.....	65
1804	Tripoli.....	157
1805	Tripoli.....	158
1813	Marquesas Islands.....	112
1814	Marquesas Islands.....	112
1824	Porto Rico.....	139
1831	Falkland Islands.....	76
1832	Falkland Islands.....	76
	Sumatra.....	151
1833	Argentina.....	9
1835	Peru.....	137
1836	Peru.....	136
1838	Sumatra.....	153
1839	Sumatra.....	154
1840	Feejee Islands.....	77
1841	Drummonds Island.....	72
	Samoa.....	144
1843	Africa.....	3
1851	Johanna Island.....	106
1852	Argentina.....	10
	Nicaragua.....	120
1853	Japan.....	99
	Luchu Islands.....	108
	Nicaragua.....	120
	Siam.....	150
1854	China.....	21
	Japan.....	100
	Luchu Islands.....	109
	Nicaragua.....	121
1855	China.....	23
	Feejee Islands.....	80
	Uruguay.....	160
1856	China.....	24
1858	Feejee Islands.....	81
	Uruguay.....	161
1859	China.....	27
1860	Africa.....	7
	Colombia.....	46
	Japan.....	102
1863	Japan.....	102
1866	China.....	28
1867	Formosa.....	83
	Japan.....	103
1868	Japan.....	103
	Uruguay.....	161
1870	Hawaiian Islands.....	92
	Mexico.....	114

	Page
1871	Corea.....57
1873	Colombia.....46
1874	Hawaiian Islands.....92
1878	France.....85
1882	Egypt.....75
1885	Colombia.....49
1888	ColoCa.....59
	Haiti.....88
	Samoa.....146
1889	France.....85
	Hawaiian Islands.....92
1890	Argentina.....13
	Japan.....104
1891	Bering Sea (Seal Poaching).....14
	Chile.....16
	Navassa Island.....19
1893	Hawaiian Islands.....93
1894	China.....30
	Corea.....59
	Nicaragua.....123
1895	China.....31
	Colombia.....51
	Corea.....60
	Trinidad (B.W.I.).....156
1896	Corea.....60
	Nicaragua.....123
1898	China.....32
	Nicaragua.....123
1899	China.....33
	Nicaragua.....123
	Samoa.....146
1900	China.....33
1901	Colombia.....52
1902	Colombia.....54
1903	Abyssinia.....1
	Dominican Republic.....66
	Honduras.....94
	Panama.....134
	Syria.....155
1904	Africa.....8
	Corea.....60
	Dominican Republic.....66
	Panama.....133
1905	China.....39
	Corea.....60
	France.....88
	Russia.....141
1906	Cuba.....62
1907	Honduras.....95

(Chronology Continued)

	Page
1910	Nicaragua.....124
1911	China.....40
1912	China.....40
	Cuba.....62
	Nicaragua.....125
1913	China.....41
	Mexico.....115
1914	Haiti.....83
	Mexico.....116
1915	Haiti.....89
1916	Dominican Republic.....69
1917	Cuba.....63
1918	Russia.....141
1919	Russia.....142
1920	Russia.....143
1922	China.....41
	Nicaragua.....128
1924	China.....42
	Honduras.....96
1925	China.....42
	Honduras.....98
	Nicaragua.....128
1926	China.....42
	Nicaragua.....129
1927-34	China.....43
1927	Nicaragua.....131
1928-33	Nicaragua.....133
1934	Russia.....143

(1903)

The United States Government was desirous of concluding a treaty of amity, reciprocity, and commerce with Emperor Menelik II. of Abyssinia. Accordingly, in the latter part of this year, the American Consul-General at Versailles, (Mr. Skinner), was instructed to proceed to Addis Ababa, Menelik's Capital, to arrange such a treaty.

Due to the long distance which had to be traversed in order to reach Menelik's domain, the fact that a greater part of the journey had to be made over desert and mountain, with only mules and camels for transportation, and that the way would be infested with half-savage tribes of natives, it was necessary that an escort be provided for the safety of the expedition.

The flagship Brooklyn, the San Francisco and Machias were in that vicinity, and they were called upon to furnish Marines for this escort. Captain George C. Thorpe, of the Marines, 19 enlisted Marines and 6 sailors were detailed from the Brooklyn and San Francisco. They took passage on the Machias to Djibouti, French Somaliland, and reported to Lieutenant C. L. Hussey, of the Navy, (who was to command the expedition), on November 18, 1903. From Djibouti to Dire Daoua the trip was made by train, and the expedition arrived the evening of the 31st. It was now necessary to obtain the necessary mules and camels for the long trek of over three hundred miles to Addis Ababa. After surmounting many obstacles, the necessary animals were arranged for; equipage secured, camel drivers hired and the cavalcade consisting of 46 camels and 45 mules, got underway and proceeded on its journey.

Soon after the second day's movement started, Captain Thorpe experienced his first difficulty. This was with the Haban (chief camel man), over the route the caravan should take. There were three different trails, and Captain Thorpe desired to take the middle one, but the Haban insisted on the one to the right. It was only after binding him, hand and foot, that Captain Thorpe was enabled to convince him of his wayward tendencies and persuade him to take the route

desired. The remainder of the journey was made without further trouble, except for an incident at one camp in Dankaliland. At this camp the King of one of the tribes visited the caravan and demanded 100 talers (about \$47.00). He was refused, of course, and he then threatened an attack, which did not materialize.

On December 18th the caravan arrived to within about one hour's march from Addis Ababa, where they were met by a Frenchman acting as one of the Emperor's counsellors. Here they shifted into "special full dress uniforms," and in the afternoon started into the capital. The hills and plains were covered with thousands of the Emperor's warriors, fantastically dressed in lion or leopard skins, waiting to receive the Americans. The warriors were all well mounted on splendid Arabian horses or Zebra-like mules and, amidst great confusion, the din of trumpets and tom-toms, escorted the American Expedition to the Gebi, Menelik's palace. Here the Americans dismounted, entered the Gebi, and held their first conference with the Emperor.

During their ten day's stay at Addis Ababa the Americans were furnished with a "palace" and large compound for their camp, which proved in every way adequate to their needs, and very comfortable. On December 24th, the Emperor paid a visit to this camp, and Captain Thorpe had his men perform a few drills for the distinguished visitor, which pleased him greatly.

The work of the American Commissioner having been successfully completed, the little caravan was ready to start its return journey, but before they said their last farewells, the Emperor presented all the enlisted men with the Menelik medal and the Star of Ethiopia to Lieutenant Hussey and Captain Thorpe. } "

The return "voyage" was commenced on the 26th, and completed without notable incident - the caravan arriving at Djibouti on January 15, 1904. During the two months in Abyssinia, the little expedition made more than forty camps, and hoisted the American flag where it had never been seen before.

Reference: MC Archives - Original Report of Captain Thorpe.

(1843)

Piracy along the African Coast had assumed such proportions by the middle of this year, that the United States government decided to resort to the use of armed forces to rid those waters of these scourges of the sea. And piracy, alone, was not the only nefarious activity practiced on this coast. The slave trade being carried on was equally distasteful to the sensibilities of the American people, and it was decided to put an end to both of these unlawful practices by despatching a squadron of naval vessels to the scene, with instructions to use force if necessary to eliminate them.

The natives of the Sinoe and Berribee tribes were the principal offenders, and outstanding among the piratical crimes committed by them may be mentioned the case of the American vessels Mary Carver and Edward Barley. The Captain of the former had suffered unspeakable horrors at their hands, being bound and delivered to the tender mercies of the savage women and children who, past masters in the art of torture, contented themselves by sticking thorns in his flesh, as well as other forms of torture. In the case of the latter vessel, the captain, mate and cook had been cruelly murdered.

The American government deemed it necessary that an imposing force be employed in carrying out the mission of exacting redress for these crimes, as well as eliminating further piratical and slave trading activities in this area. Commodore Matthew C. Perry was not then on a cruise, so he and his squadron of four ships were selected for this exacting duty. The squadron consisted of the Decatur, Macedonian, Porpoise and Saratoga. Each of these vessels carried a Marine Guard, with the exception of the Porpoise. Two Marine officers - First Lieutenant Jabez C. Rich and Second Lieutenant Isaac T. Doughty were attached to the squadron, and stationed on the Macedonian and Saratoga respectively. Perry raised his broad pennant over the Saratoga on June 6th, at New York, and soon afterward sailed for the African coast. Sometime after leaving New York, his pennant was transferred to the Macedonian.

The squadron arrived off the African coast about midsummer, and around the first part of October, the Commodore decided to obtain first hand information relative to piratical activities of the natives. Accordingly, he disguised the Porpoise as a merchantman, concealed the Marines and sailors below the hatches, and sent her in towards shore off Berribee. The apparently harmless vessel had no more than anchored before the native canoes rushed out to capture her. As only a sample of their thieving proclivities was needed, Commander Stellwagen, satisfied with a good joke, refrained from opening fire on the native boats. This incident satisfied the Commodore, and he proceeded with his original mission.

Sinoe was selected as the starting place, and the squadron, less the Porpoise (which had been despatched on other duty), came to anchor off this place on November 27th and 28th -- the Saratoga preceding the flagship and the Decatur into the anchorage. Early in the morning of the 29th, Commodore Perry armed several boats with 75 Marines and sailors, and the procession moved to the Methodist Church, in which the palaver was to be held. Before the President of Liberia, Mr. Roberts, and the Commodore, with their respective staffs on the one side, and twenty "kings" or head men on the other, the murder of members of the crew of the Edward Barley was discussed. It appeared that the white man was the first aggressor, and the Fishmen and not the Sinoes were the culprits. After listening patiently to the black orators, Perry ordered the Fishmen's town to be burned, keeping three of them as hostages to be sent to Monrovia, and Perry and his party returned to the ship.

On December 1st, Perry, with Marines and sailors from the three vessels, again landed and proceeded to the town of Blue Barra to hold a palaver with the chiefs, and carry them presents, as an indication of the American's friendship. Having completed this mission the landing force returned in the afternoon. Shortly after midnight of the 3rd, the squadron got underway, sailed for Setra Kroo, and arrived there early in the afternoon. On the morning of the 5th, the Commodore again made a landing, with the Marines and sailors, for a palaver with the principal chief. This lasted until late in the afternoon when, apparently satisfied with his negotiations, Perry and the armed party

returned to their ships. His mission having been completed at this place, he sailed for Cape Palmas the same evening, and arrived there in the afternoon of the 7th, anchoring off the town of Caval.

The following morning, the 8th, Commodore Perry, with the Marines and sailors, made a landing for a conference with the King. The primary subject discussed at this conference was the removal of the capital to a place farther inland. However, no decision was reached, and another meeting was arranged for the following day at the royal kraal. About ten o'clock the next morning 10 armed boats from the three ships, loaded with Marines and sailors, accompanied the Commodore ashore for his palaver. When the boats arrived at the landing place they were met by about 50 natives who acted as an escort for Perry and his party to the village where the meeting was to take place.

The capital was a palisaded village, in the center of which was the palaver house. Most of the male warriors were conspicuous by their absence, while the women and children were hidden in the woods some distance away. King Crack-O did not put in an immediate appearance, and Perry, not to be surprised by any overt act on the part of the natives, ordered that Marine sentinels be posted at all gates. Finally "His Majesty" appeared, and the palaver began. Governor Roberts opened the conversations by referring to the murder of Captain Carver, of the schooner Mary Carver, and stated that the towns along the shore governed by King Crack-O were implicated in the crime. The King made a defiant denial to this charge, and to indicate his truthfulness in the statement, touched his ears and tongue symbolically to his sword. He was then questioned relative to his willingness to attend the "Great Palaver" at Little Berribee, to which he readily assented, and the meeting adjourned.

As there was nothing further to be gained by remaining longer at Caval, the squadron set sail on the 11th for Little Berribee (Half Bereby), where they arrived the next day. On December 14th, Commodore Perry selected some 200 Marines and sailors, embarked them in boats, and despatched

them shoreward. He followed them immediately, and when the whole party had landed, the march was begun to the village. The place selected for the meeting was about 50 yards from the town gate, inside of the palisades. King Ben Crack-O was present, and when the Commodore arrived, laid aside his long iron spear, and the palaver began. This had hardly started before it was manifest that "His Majesty" was a voluminous but skillful liar, and, himself, one of the most guilty of the thieves. His tergiversations soon became impudent and manifest, and his lies seemed to fall with a thump.

Governor Roberts issued repeated warnings to the King relative to his apparent untruths but these had little or no effect, and the Commodore, losing patience, stepped toward the offender and warned him to lie no more. Simultaneously, the native interpreter bolted from the house and fled to the woods, while at the same time King Crack-O moved closer toward Perry. Perry had sensed this act of treachery and was fully prepared when Crack-O seized him and tried to drag him to the place where the spear had been left, with the intention, no doubt, of using it to despatch the Commodore. The King found, however, that Perry was not to be so easily disposed of, for no sooner had he been seized by the burly black ruler than Perry threw him away from the direction of the stacked arms, whereupon the King commenced a retreat from the house, and no sooner had he passed through the door than he was shot by a sergeant of Marines, while other Marines inflicted upon his person two bayonet wounds, and he was finally bound and carried to the beach.

This incident ended the palaver, and it was the signal for a general melee in which irregular firing commenced from both sides, in spite of the Commodore's orders to refrain from so doing. This manifestation of hostilities induced the American commander to destroy the town. The torch was applied, and in about an hour it was a level waste. As the Americans were returning to their boats, the natives opened fire from the woods. This fire was returned by the Marines and sailors, and even the ships joined in the general attack to drive the natives beyond effective range of their rifles, and permit the landing party to gain their boats in safety.

King Ben Crack-O's spear was retained by Commodore Perry as a relic and trophy of his experiences along the coast of the "Dark Continent." An American flag was found in the palaver house, as well as pieces of the schooner Mary Carver, and these together with several war canoes were carried away to the ships as additional trophies in commemoration of a test at arms with the natives. King Crack-O died the following day aboard one of Perry's ships, and his body was committed to the deep.

The following day, the 18th, the squadron proceeded along the coast, and when a short distance from Little Berribee, another settlement was discovered. Perry signaled "all hands come to anchor," and the three ships came to, a short distance from shore. A landing party of Marines and sailors was immediately made ready and despatched ashore to destroy all villages in the vicinity. This force landed shortly after six o'clock in the morning, and remained ashore until mid-afternoon when they returned, after having destroyed seven villages and inflicting severe punishment upon the natives themselves.

(1860)

Early in this year, the native Africans again became troublesome, and the Americans at Kissebo (Angola, Portuguese West Africa) were in need of protection. Commander Thomas W. Brent, in the sloop Marion, was at Kabenda, and, having been advised of the state of affairs at Kissebo, proceeded to that place, where he arrived on the 29th of February. On the following day, March 1st, he detailed the Marine Guard of his vessel and a detachment of sailors, and despatched them ashore as a guard for the protection of lives and property. This force returned to the ship the following morning as their presence was deemed no longer necessary. This action proved inopportune, however, for on the following day, March 3, the Americans ashore signaled the Marion for the Marines, but they were not landed until the 4th, when they remained ashore for a few hours and then returned to the ship. Commander Fitzroy, in H.M.S. Falcon, was also present, and landed some of his force at the request of English citizens.

(1904)

Tangier was the scene of difficulties on this occasion. The Bandit Raisouli, had captured several hostages, who were being held with an apparent endeavor to embroil the Italian government in his quarrel with the Sultan of Morocco. The whole state of affairs was not conducive of allaying the fears of Christians residing in Tangiers, who were apprehensive of an outbreak against them.

In view of these circumstances, Rear Admiral French E. Chadwick, U.S. Navy, was ordered to proceed with his squadron to Tangiers "to mark the sense of the gravity of the situation on the part of our government." He arrived off Tangier late in May, and in company with the American Consul General, Mr. Gummere, called upon the minister of foreign affairs for Morocco.

The American Consul evidently thought that the situation warranted the establishment of a suitable Marine guard at the Consulate, to which the Admiral apparently agreed, and a guard was so established and maintained from May 30th to June 26th, inclusive, when they were withdrawn. This guard was taken from the flagship Brooklyn, the Marines of which were commanded by Captain John T. Myers, U.S. Marine Corps.

References: Squadron, Coast of Africa, Commodore M.C. Perry, Apr. 10, 1843 to Apr. 29, 1845, Navy Archives; Logs of Decatur, Macedonian, Porpoise, Saratoga, Marion and Brooklyn; A & N Reg., June 25, 1904, 5; Marine Corps Archives; McClellan's Hist. U.S. Marine Corps.

(1833)

Insurrection, in what is now the Argentine Republic, dates back to the 16th Century, when Alvar Nunez the Spanish Governor was deposed by the followers of Martinez Irala, and later shipped to Spain as a prisoner. Since this early date many revolutions have taken place for the control of the government. In October of this year one of these uprisings was in progress, and it became so violent as to necessitate a landing by United States naval forces for the protection of American citizens and those of other foreign countries not represented by naval forces in these waters.

Commander John P. Zantzinger, U.S. Navy, in the Natchez was at Buenos Ayres when this uprising took place, but was under orders to take his departure for another port. The United States was not represented in this country by either a diplomatic officer, or a consular agent, and Mr. Daniel Gowland, of the American firm of Daniel Gowland and Company, assumed the responsibilities of representing all citizens of the United States who resided in the city of Buenos Ayres. On the 16th of October he addressed a letter to Commander Zantzinger, in which he expressed keen regret that the American man-of-war was to depart so soon, and the belief that, if the Commodore (Woolsey), was aware of the local conditions, he would retain the Natchez in the harbor.

Commander Zantzinger communicated with Commodore M. T. Woolsey, on the flagship Lexington, which was at Montevideo, furnished him with a copy of Mr. Gowland's letter together with a petition signed by American and English merchants, suggesting that his vessel, the Natchez be retained at Buenos Ayres, at least until another American ship should arrive to relieve it, for the protection of the interests of the United States. The Commodore, agreeing with this suggestion, set sail for the troubled area and arrived there on the 21st.

After his arrival and upon familiarizing himself with all of the conditions in the city, Commodore Woolsey deemed it advisable to have some one on shore to look after the interests of his Government, since the United States was not represented at the time by any political agent. Accordingly, he selected Commander Isaac McKeever of the Lexington as

such representative, and ordered him to reside ashore, until further instructed. Commander McKeever took up his residence on shore the same day, called upon the President, arranged for a salute to be exchanged between the Lexington and the Argentine authorities, obtained such facts about the revolution as practicable; and reported this information to the Commodore.

Conditions ashore remained about the same from day to day, with occasional sporadic outbursts of musketry throughout the city until the 31st of October, when the outbreak became general, and the Commodore deemed it necessary to order an armed party ashore to protect foreign interests. At 3:30 in the afternoon of this date, a force of 43 officers, Marines and sailors proceeded on shore, and were placed under the direct command of Commander McKeever for such disposition as he might deem necessary or advisable. This detachment remained ashore until the 15th of November when, tranquility having been restored, they returned to their ship.

(1852)

This year was ushered in by the advent of another revolution in the political affairs of the republic. The city of Buenos Ayres was invested by land by an allied army from the revolting provinces and Brazil, while by sea a cordon of sloops of war hovered near, and all were in a state of readiness to turn their guns on the beleaguered city when so ordered by the allied leader. General Juan Manuel Rosas had gone out to head his army, and to lead them against the allied forces. The situation was tense, and the populace were in a state of expectancy fraught with impending disaster.

About this time Commodore Isaac McKeever, in his flagship Congress, arrived at Montevideo where he received dispatches from the American Charge' de Affaires, John S. Pendleton, at Buenos Ayres, acquainting him with the state of affairs in that city. Commodore McKeever felt that his presence at the latter place was urgently needed, and that probably additional Marines might be necessary if a landing be required for the protection of the interests of the United States. Accordingly, he ordered the Marine Guard of

the Congress, under Brevet Captain Algernon S. Taylor and Second Lieutenant George Holmes, to proceed to Buenos Ayres. The Commodore also sailed for that city, and, upon arrival, transferred his pennant to the Jamestown, which was lying in the harbor off Buenos Ayres at the time. On the 2nd of February a meeting was called of all the accredited Diplomatic Corps present, to consider ways and means for the protection of their nationals, and Commodore McKeever, the British admiral and senior naval officers of France, Sardinia and Sweden were invited to attend. At this conference it was decided to apply to the authorities to land such forces as might be necessary under the circumstances.

The following day, February 3rd, scattered forces of Rosas' cavalry began entering the city, and a little later it was learned that they had been defeated by the allied forces investing the city. Renewed alarm was now felt for the safety of foreign citizens, and an immediate answer to the application to land troops was urged - which was given. Commodore McKeever pressed into service the American steamer Manuelita Rosas, loaded her with the Marines of the Congress and Jamestown, ordered her into the inner harbor, and landed the Marines by the use of flat boats from H.B.M. frigate Centaur, which had been loaned to the Marines through the kindness of Admiral Henderson.

The Marines of the Jamestown were commanded by Second Lieutenant John R. F. Tattnall, and combined with those of the Congress, formed guards at the residences of the Charge de Affaires, the Consul Joseph Graham, and that of Messrs. Zimmerman, Frazier and Company, who conducted the largest American mercantile house in the city, and in whose residence Commodore McKeever was a guest. The British and French forces were distributed in a similar manner, and the whole foreign detachment so situated as to be enabled to concentrate at a given point in a minimum of time when required.

Late this same evening (3rd) advices were received that General Justo Jose Urquiza, the allied commander, had defeated General Rosas, and that the latter's army was

completely dispersed. Based upon this information, the authorities sought the services of the Diplomatic Corps to solicit a stay of the onward march of the conquering allied forces into the city. They agreed, and proceeded to Palermo where they awaited General Urquiza. However, they were unable to communicate with him until the following day when he arrived at Palermo, and upon being advised of the state of affairs, readily agreed to withhold his army, sending only a small force to restore order.

In the meantime several stores had been rifled by a band of pillagers bent upon plundering the city. These mounted pillagers came upon a party of Marines and sailors, under Midshipman Walker, who were patrolling the streets to prevent the sacking of the city, charged and fired upon them but providentially none were harmed by their bullets or the charge. The Marines returned the fire of the pillagers, and four of the robbers fell, two being killed outright and two seriously wounded who died later. This prompt retaliation dispersed the band, and apparently put an end to pillaging outrages in the city.

General Urquiza approved of the landing of the foreign troops, their action in firing upon those bent upon pillage, and requested that these forces remain until such time as he had perfected arrangements for the proper policing of the city and had reestablished tranquility. Commodore McKeever states, relative to the service rendered by the American Marines: "Great credit is due to our gallant Marines for their share in the restoration of comparative safety to life and property. They were under the command of Captain Taylor of the Congress and Lieutenant Tattnall of the Jamestown. \* \* \*" General Rosas, after his defeat at the hands of General Urquiza is said to have entered the city in disguise, and made his escape in the night to H.B.M. Centaur, and later on a steamer bound for England.

On the 7th of February, believing that the allied force was in all respects able to maintain order and tranquility, the American Charge' addressed himself to the Provisional Governor, Senor Vicente Lopez, relative to the advisability of withdrawing the American Marines, to which the latter replied that: "\* \* \* the longer presence in the

City of the United States Marines seems unnecessary, but that you are at liberty to withdraw them to their vessels, whenever you may find a suitable opportunity. \* \* \*

In accordance with the desires of the Provisional Governor, the Marines were withdrawn on the 13th of February and returned aboard their respective ships.

On the 11th of September of this same year another outbreak occurred which necessitated the landing of another detachment of American Marines. This new outbreak was caused by reason of the action of General Urquiza in deposing the officials of the provisional government whom he had previously appointed, and the assuming himself of the office of Governor of that Province. Just prior to this insurrection, Commodore McKeever arrived at Montevideo, and on the 3rd of August despatched Captain Samuel W. Downing, in the Jamestown, to Buenos Ayres to observe conditions. He arrived, and was present when the outbreak occurred. This affair did not reach the proportions that the earlier one had. Nevertheless, a Marine guard at the American Consulate was deemed advisable, and on the 17th of September a guard was so landed for the protection of American interests. The exact date these Marines returned to their ship is as yet unascertainable. However, it is believed to be sometime in April, 1853.

(1890)

In July of this year still another revolution was in progress in the province of Buenos Ayres, and a small detachment of Marines was landed for the protection of the American Consulate and the residence of the Minister, John R.G. Pitkin. These Marines were landed from the Tallapoosa, and remained ashore until July 30th, when they were withdrawn and returned to their ship.

References: Kirkpatrick, The Argentine Republic, Ch. II; Captain's Letters, 1833, #15, 16, 18, 20, 21, and 39, with enclosures, Navy Archives; Brazil Sqd. Letters, 1852-53, #43, 44, 45, 55, 58, 66 and 67, with enclosures, Navy Archives; Logs of Lexington, Jamestown, Congress, and Tallapoosa; St. Dept. Archives; Marine Corps Archives.

B E R I N G   S E A  
(Seal Poaching)

14

(1891)

Seal poaching in the Bering Sea had become so serious a matter that there was danger of their becoming extinct, and the United States government decided that remedial measures were necessary to prevent their extermination by the persons engaged in the employment of sealing. Great Britain had expressed a like decision, and agreed to cooperate with the United States in ending this evil practice.

The United States Government decided to send some small armed vessels into the area, and selected Commander C.S. Cotton, U.S. Navy, as commander of the forces. The Pacific Coast Steamship Company's vessel, Al-Ki, was chartered as one of the ships to comprise the squadron, and, on being provided with a detachment of Marines, under Captain Henry C. Cochrane, she sailed from Mare Island on the 22nd of June and arrived in the Bering Sea July 2nd. The Thetis arrived on the 3rd, followed on the 8th by the Mohican (Commander Cotton) which in turn was followed by the Alert the next day, and the Marion on the 14th of August. With the exception of the Thetis, all of these vessels had Marine Guards, with a total strength of 5 officers and 113 enlisted Marines.

The British Government selected H.M.S. Nymphæ, Pheasant and the Porpoise, to cooperate with the American vessels, and they joined on July 7th, 12th, and 27th, respectively, each with a guard of British marines on board.

Two revenue cutters, the Corwin and Rush, also joined the other American vessels. These were employed to cruise the seal herd area, and notify all persons engaged in sealing, whaling or fishing of the contents of the President's proclamation, and the orders of the British Government relative to the fur seal fisheries. The Al-Ki was designated as "harbor and prison ship" at Ounalaska, and the crews of all vessels seized were transferred to her custody, pending final disposition of their cases.

Owing to the notification distributed by the Cutters, and the determined efforts of the American and British armed vessels, but four seizures were necessary for

infringement of the rules promulgated by the proclamation and the orders of the British Government. These four were the British schooners E.B. Marvin and Otto, and the American Schooners La Nifa and Ethel. The English ships were sent to Victoria, and the American ships to Sitka, Alaska, for adjudication and disposal. The La Nifa and Ethel were towed by the Al-Ki the whole distance of about 1,200 miles to Sitka, and were furnished with a Marine Guard, who kept Captain Cochrane advised of conditions aboard them by signals during the trip.

The Marines of the squadron were organized into boats' crews, and did all of the boarding of sealing vessels, and other work requiring the use of small boats, besides their regular routine drills and target practice. They gave exhibition drills at Sitka and at Lliuliuk, which were appreciated by the inhabitants, and many complimentary remarks were made regarding the soldierly appearance of the United States Marines.

In the latter part of September the weather became stormy, and the sealers ceased operations for the season and departed for home ports. The work of the squadron had been completed and, on October 5th, it also headed for home waters, arriving at Mare Island on the 14th, having covered approximately 6,600 miles since its departure on June 22nd.

An incident, well worth recording, happened about a month prior to the start of the Al-Ki on her return voyage. Much trouble had been occasioned on the cruise by mutinous manifestations of the crew, who were foreigners and "union men", especially of the engineers' department. The aid of the civil law already had been invoked, on two occasions, to settle disputes between the Captain and his crew. On the third, and last, occasion - that of September 9th - the "Skipper" was apparently at his wits end and appealed to Captain Cochrane for information as to whether he could depend upon the Marines in the event that the "worst comes to worst." Captain Cochrane informed him that: "Yes, you can set every one of them on the beach, firemen and all, and we'll take the ship to San Francisco." The Captain of the Al-Ki reported to his employers that Captain Cochrane's declaration ended his troubles.

References: Sec. Navy An. Rep., 1891, 620-621; Logs of Alert, Marion, Mohican and Thetis; Marine Corps Archives.

(1891)

The first conquest of Chile is believed to have been that of the Inca Tupac-Yapanqui which took place in the beginning of the 15th century. This belief is based on the finding of remains, including stones on which is inscribed writing that is as yet undeciphered, indicating a population that existed in remote times.

The Incas ruled for about a century when the local Curacos became virtually independent. However, it was not long before other conquerors appeared and Almagro, Valdivia, and Mendoza (the first named being most notable), tried to force their regimes on the people.

After nearly three centuries had elapsed, San Martin, at the head of a joint expedition of Argentine and Chilean forces, crossed the Andes and in a brilliant campaign, freed Chile, whose independence was proclaimed on February 12, 1818. The United States recognized her as an independent state four years later. Bernardo O'Higgins, as political director, headed this new government until he was deposed by a revolution in 1823. Following O'Higgins' deposition, mutinies, assassinations, and dictatorships took place in rapid succession.

This reign of terror was not concluded until the Battle of Lircai (April 17, 1830), when the conservative faction triumphed. Succeeding years brought little change, for they, too, were marked by bloody contests and revolutions between the different factions.

During the conflict between Spain and Peru in 1864, Chile also declared war against Spain. While this war was in progress, the bombardment (by the Spanish) of the unfortified port of Valparaiso in 1866 took place, and upon this incident is based the claim that Chile is the only American State to have suffered a loss of blood in defense of the Monroe Doctrine.

In this year (1891), the people of this revolutionary-ridden republic were again in a state of open insurrection against the faction then supposed to be controlling the government. Conditions were in a deplorable state, due to the capture in August, of Valparaiso by the forces of the Congressional party. Foreigners residing within the boundaries of the republic, especially those living in the captured city, were in great danger of losing their lives and property. Even foreign legations and consulates were in danger of being violated.

During the course of this revolution, a bitter feeling against the United States arose, due, it is believed, to the false and malicious accusations put forth at Iquique and later at Valparaiso in reference to the action of the Navy of the United States.

The American Minister, Patrick Egan, concurred in the belief that foreign armed forces were necessary, not only for the moral effect on the insurrectionists, but as a means of protection for Americans and American interests.

In the latter part of March, Rear Admiral George Brown had been ordered to Chilean waters as the relief of Rear Admiral William P. McCann, and was issued definite and detailed instructions for his guidance in view of the unsettled state of affairs in the latter country. Admiral Brown proceeded in the San Francisco, and in company with the Baltimore, was present at Valparaiso when that city was captured by the revolutionists.

The American Minister applied to Admiral Brown for a suitable guard for the Legation, and his request was granted. A detachment of 36 Marines and 36 sailors, under the command of Captain William S. Muse, U.S.M.C., was landed on the 28th of August and remained until the 30th, when they were withdrawn.

About six weeks after the withdrawal of the Marine Guard from the American Consulate, an affair took place which assumed grave aspects - one which merited the landing of Marines to again protect American citizens, and

indicated in no unmistakable terms the extreme ill-feeling that the Chileans harbored toward the Americans. The affair referred to, was the attack, on October 16th, in the City of Valparaiso, on members of a liberty party of the Baltimore. However, Admiral Brown, because of this extreme ill-feeling, and believing that the matter could be more appropriately handled through diplomatic representation by the United States Department of State, deemed it inadvisable to use the Marine landing force at his disposal.

On this date a number of men belonging to the Baltimore, went on shore in uniform for liberty, in accordance with the universal practice prevailing on board the ships of war in foreign ports. Two weeks had passed since the surrender of Valparaiso, and the city was quiet. Other foreign war ships had already given liberty, and no reason existed for withholding a like privilege from the men of the Baltimore. At 6 p.m. the men had been ashore about four hours, and the testimony is that they were then orderly, sober, and well behaved.

The first encounter appears to have taken place at this time between one of the members of the liberty party and a Chilean, who spat in his face. The sailor knocked the Chilean down and was immediately set upon, with his companion, another of the Baltimore's crew, by an angry crowd. The two sailors took refuge in a passing street car. They were dragged from the car by the crowd. One of them, Petty Officer Charles Riggin, was stabbed, and left to die in the street. His companion, Talbot, an apprentice, escaped, but was afterwards arrested, catgut nippers were put on his wrists, and he was struck again and again by the police on his way to prison.

Another Petty Officer, Johnson, then in a neighboring house, seeing Riggin lying helpless in the street, went to his assistance. The crowd now left. Finding Riggin still breathing, Johnson took him in his arms to carry him to a drug store nearby. At this moment a squad of Chilean police, with fixed bayonets, came up the street. When at close quarters they fired at Johnson, being so near that his face was blackened by this discharge. One shot entered

Riggin's neck and shoulder, inflicting a death wound. Another shot passed through Johnson's clothing.

The affair of the street car was only one of many simultaneous attacks made upon the Baltimore's men. The attacks lasted for an hour. They were not confined to one locality, but occurred at several widely separated points in the city. In many instances the American sailors were in restaurants and hotels, quietly getting supper when attacked by crowds numbering from 25 to 200 men. The part borne by the police in these attacks is shown by the report. Thirty-six of the Baltimore's men were arrested and taken to prison, being subjected on the way to treatment of the utmost brutality. Catgut nippers were placed on their wrists, and in the case of one man, McWilliams, a lasso was thrown about his neck. Williams, another apprentice, 19 years of age, was arrested by a mounted policeman who put the nippers around his wrists and then started his horse into a gallop, throwing the boy down. Coal-heaver Quigley, in trying to escape from the mob was struck with a sword by a police officer. Petty Officer Hamilton was dragged to prison dangerously wounded and unconscious and his companions, attempting to relieve his sufferings were threatened with blows from musket butts, and compelled to desist.

Coal-heaver Turnbull received 18 wounds in the back, two of which penetrated his lungs and subsequently caused his death. Other men were seriously injured and several of the wounds were caused by bayonet thrusts, clearly showing the participation of the police. As a result of the attacks, two of the men, Riggin and Turnbull, died, and eighteen others were more or less disabled by wounds.

At the examination immediately following the arrest, which was conducted secretly, a request was made of the authorities by Captain Schley to allow one of his officers to be present in court. The request was denied. Before the men were discharged they were required to sign a paper in Spanish. A court official, whom one of the men asked what might be the meaning of the paper, declared that it was a mere form, stating that the signer had not been engaged in the trouble.

The members of the liberty party during the attack were without arms and therefore defenseless. Of the thirty-six men arrested and examined, all were discharged, there being no proof of any violation of the peace on their part. The judicial investigation into the conduct of the men failed to show that a single one was found drunk or disorderly. It is clear that their only offense lay in wearing the uniform of the country to which they belonged.

References: Sec. Navy An. Rep., 1891, 21-30, 618; Logs of Baltimore and San Francisco; St. Dept. Archives; Marine Corps Archives.

(1854)

Ts'ung-cheng, the last emperor of the Ming dynasty, ascended the throne in 1627. During his reign English merchants first made their appearance at Canton, which was the only open port in the empire. The country was now torn by internal dissensions, and rebel bands assumed the proportions of armies. They roamed the country, leaving a devastated trail behind. Pirates, also, made their appearance, and infested the coasts. Their number and organization enabled them for a long time to hold the imperial fleet in check.

Canton was the scene of all commercial trading with Europeans. Conditions at this place became so offensive as to cause Great Britain to declare war against China in 1840. The outcome of this war was the ceding of Hong Kong to the British, and the payment of a six million dollar indemnity. Two years later, Sir Henry Pottinger concluded a treaty by which Amoy, Fu-chow, Ningpo and Shanghai were declared open to foreign trade, and an indemnity of twenty-one million dollars was to be paid the British.

Hien-feng ascended the throne in 1850, but the relief looked forward to by the people did not materialize, and they proclaimed a youth, who was said to be the representative of the last emperor of the Ming dynasty, as emperor under the title of T'ien-te. However, another leader, Hung Siu-ts'uan, with a large following, entered the field, and, by the year 1853 had established himself within the walls of Nanking, proclaiming a new dynasty - that of T'ai-p'ing - and nominating himself first emperor under the title of T'ien Wang or "Heavenly King."

During the progress of this internal upheaval foreigners, including Americans, were in grave danger from the marauding hosts of Chinese, but they did not assume an aspect so serious as to necessitate the actual landing of Marines for the protection of Americans until early in 1854, although Marines were standing by off Canton in case their services were required.

Commodore Matthew C. Perry had been commissioned to negotiate a treaty with Japan (see "Japan" in this compilation), and he had selected the port of Shanghai, China, as his base from which to conduct his operations, therefore, the United States was represented by a considerable naval force in Chinese waters when the outbreak occurred which necessitated the landing of American Marines early in this year, 1854.

Perry had left the sloop Plymouth, under Commander John Kelly, at Shanghai, to look after American interests while he was absent with the remainder of his squadron at the port of Yeddo, Japan, on his original mission of negotiating a treaty. The Imperial and Revolutionary forces were engaged in open hostilities in and around Shanghai, and the foreigners were left to protect themselves as best they could. About six o'clock in the evening of April 4th a signal was observed on shore which said: "Want assistance." Commander Kelly immediately directed Lieutenant John Guest to prepare a landing force consisting of the Marine Guard and enough sailors to total 60 men, and proceed ashore to protect Americans. A little later in the same evening an additional force of 11 men was sent ashore to guard the American Mission grounds. The following morning, the 5th, it was observed that the Imperial troops were encroaching upon the Foreign Settlement, and it was desired to drive them away and thereby relieve the possibility of danger which would ensue should the opposing forces open active hostilities.

Great Britain, also had a naval force present at Shanghai and, together with the Americans decided to make a combined landing, and drive the Chinese troops from their position. At about one o'clock in the afternoon, Commander Kelly made ready a force of approximately 60 Marines and sailors, a Howitzer field piece and crew, and taking command of the force himself, proceeded to land. Upon reaching the shore, this force was joined by a British force consisting of about 150 marines and sailors, besides a number of English volunteers and about 30 men from American merchant vessels then lying off Shanghai. The Imperial forces would not evacuate the position they held, and it was necessary to resort to force of arms. The enemy, after sustaining a sharp fire of musketry for some ten minutes, suffered their flank to be turned by the American and British troops, which resulted in a hasty and disordered retreat, on the part of the Chinese, leaving a number of dead and wounded where they fell. By six in the evening they had been driven away from the Settlement, and the combined force had returned to their respective ships, excepting 35 men at the American Consulate and 11 at the American Mission, who remained guarding these places until the 15th of June when they were withdrawn. During the engagement with the Imperial troops, the Americans suffered casualties of one sailor killed and two Marines and one sailor wounded, while the British force lost about the same number.

(1855)

Piracy, which had its inception in the 17th century, was still being practiced by some of the Chinese, even though condign punishment had been meted out to them on numerous occasions by American and British armed forces. These pirates were bold, strong, and indefatigable in their operations against merchant shipping. Vessels plying the Coast were plundered, and the most imaginable scenes that can be ascribed to the idea of piracy became realities in the career of these lawless bands. The Imperial Chinese Government not employing the necessary means to end this nefarious practice, foreign vessels were left either to protect themselves, or be protected by naval vessels of their own country.

In view of these conditions, to which was added the internal political strife then in progress, the United States deemed it prudent to maintain several men-of-war in these waters to furnish the protection for its citizens which the Chinese had failed to give. The steam frigate Powhatan, under Captain William J. McCluney, was one of the American naval vessels assigned to this duty. On the 8th of March she put in to Shanghai, where local conditions were found to be in a chaotic state. No landing was necessary, however, until the 19th of May, when the Marine guard, consisting of 41 men, under the command of First Lieutenant James H. Jones, was sent ashore at 3 o'clock in the afternoon. The exact date on which this landing force returned to the ship has not been ascertained, but it is believed to be that of the 21st, from the fact that when it was landed "extra grog", was issued "to Marines," which would indicate duty of more than one day, and furthermore that the Powhatan sailed at 5 o'clock in the evening of the 21st.

In August of this same year, the pirates were active around Hong Kong, and a fleet of their vessels was known to be at Ku Lan, which was not far distant. The Powhatan and the British man-of-war, H.B.M. sloop Rattler, were lying at anchor off Hong Kong, and their commanders conferred relative to attacking and destroying the pirates. Captain McCluney detailed Lieutenant Jones and 26 of his Marines, 66 sailors and 7 naval officers, supplied them with four days provisions "& whiskey," and at 3 o'clock in the afternoon of the 3rd they left the ship to join the force from the British vessel, which took their boats in tow and proceeded on the mission.

The engagement with the pirates took place the following day in Ty-ho Bay. This battle lasted for some hours,

but resulted in victory for the combined American-British forces. Seventeen pirate junks were captured, another was blown up by the pirates themselves to prevent its capture, and many of the band were taken prisoners. The American casualties numbered 2 Marines and 9 sailors; 3 of the latter being killed in action, while the others were more or less seriously wounded. The two Marines, Privates Adamson and Mullard, later died of their wounds aboard the British hospital ship Hercules, and were buried at Hong Kong. The whole force returned to their ship late in the evening of the 5th, having been absent slightly over 48 hours.

(1856)

Conditions at Canton in the latter part of this year were in an unsettled state, and a clash between British naval forces and the Chinese authorities was momentarily expected. The United States sloop Portsmouth, under the command of Commander Andrew H. Foote, was lying at anchor off Whampoa when, shortly after midnight of October 22nd, Commander Foote received a communication from the American Consul at Canton, Mr. Oliver H. Perry, to the effect that the expected hostilities were imminent, and that an American armed force should be despatched there to protect the interests of the United States. The Commander lost no time in preparing a landing force for this duty. He selected Second Lieutenant William W. Kirkland with 18 of his Marines, 4 naval officers, 60 sailors, the field Howitzer, and taking command of the whole, shoved off at 6:30 a.m. for Canton.

As hostilities progressed between the British and Chinese forces, and the dangers to foreigners became greater, the American force which had already been sent to Canton, was thought inadequate to furnish the protection required by the conditions. Commander William Smith, in command of the sloop Levant, ordered a landing force from his ship, consisting of Second Lieutenant Henry B. Tyler and his Marines, and a detachment of sailors, and on the 27th (October), proceeded to Canton, where he joined the force from the Portsmouth.

Commodore James Armstrong, in his flagship, the steam frigate San Jacinto, arrived off Whampoa shortly before noon of November 12th, and on the 14th ordered Brevet Captain John D. Simms, with 28 of his Marines, to proceed to Canton and join the force under Commander Foote, who was the senior American officer on shore. On the 16th this detachment of Marines returned to the ship. About this time Commander Foote reported aboard the flagship in person for a conference with Commodore Armstrong, relative to withdrawing the Marines

and sailors from shore, and placing them aboard the Levant, which would then be anchored off Canton. This agreement had been reached, and Commander Foote was on his way back to Canton to carry out the plan when, upon arriving abreast of the first fort, his boat was fired upon and it was necessary for him to return to Whampoa.

This unprovoked assault upon an unarmed boat, displaying the American Flag, was too much for the patience of the Commodore, and he immediately proceeded to act. He ordered a landing force from his own vessel, consisting of Captain Simms and his Marines, 6 naval officers, including two surgeons, together with sailors, to total about 150 men, despatched them to the Portsmouth, and transferred his broad pennant to the same vessel. In the meantime, both the Levant and Portsmouth were ordered to prepare to proceed up the river in tow of the steamers Cumfa and Williamette, respectively. Commander Henry H. Bell, of the San Jacinto, was ordered to command the Levant owing to the absence of Commander Smith at Canton. The latter named vessel got underway shortly after noon of the 16th, and the Portsmouth followed her about 2 hours later. These two vessels had not proceeded far before the four Chinese forts opened fire on them. The Levant, in manoeuvring into position, grounded and was thereafter unable to participate in the bombardment.

The fire from the forts was quite accurate, and the Portsmouth was hit several times. Some of her rigging was carried away, and one shot penetrated the stern frame, badly wounding one of the Marines. The engagement was continued until dusk, when all firing ceased - the Portsmouth having expended 230 shells and several stands of grape. Herculean efforts were employed to get the Levant off the bar, and to move her into position for engaging the forts. These efforts were finally successful, and shortly after midnight of the 17th, she was ready to join the further bombardment. On that date the Commodore was taken ill and returned to the San Jacinto at Whampoa, leaving Commander Foote in command of both vessels, and all subsequent operations against the forts.

Commander Foote now laid plans for continuing the bombardment of the forts with both vessels, and also made the necessary arrangements for a landing force of Marines and sailors to be sent ashore when the ships had prepared the way by silencing the enemy's fire, or at least when it had so slackened as to make the venture not too hazardous. The

17th, 18th and 19th were devoted to these preparations, to negotiations with the governor of Canton, which were unsuccessful, and by the 20th everything was in readiness for what was hoped would be the final assault.

At six-thirty in the morning of the 20th, the Levant and Portsmouth opened a heavy fire on the Barrier and Fiddler's forts, which was returned with vigor by the enemy. However, the fire from the American vessels was so accurate that by about seven-thirty the enemy's fire slackened considerably, and Commander Foote deemed the time opportune for a landing. A force consisting of the Marines from the three vessels, under Captain Simms, and Lieutenants Kirkland and Tyler, several naval officers, detachments of sailors totaling about 280 men, and three howitzers, were all standing by for the order which would start them for shore. Commander Bell commanded the force from the San Jacinto and Portsmouth, and Commander Smith those of the Levant, while Commander Foote, being senior, commanded the whole.

The whole force was now embarked in the ships' boats, and headed for the shore. At eight-fifty the force, under cover of the guns of the two ships, landed near one of the forts, and soon it was in their possession, with the American Flag flying over its ramparts. The casualties of the Chinese were severe - many being killed outright, and a greater number being wounded during the engagement and while retreating from the fort. The spiking of the guns and the destruction of the fortress now commenced. The enemy, with a force of about 3000 men, attempted to retake the fort three different times during the day, but they were repulsed on all occasions by Captain Simms and 60 Marines, and on the third foray the Marines routed the Chinese completely.

The landing force remained in this fort until four o'clock the following morning, when they returned alongside the Portsmouth, where they were held to await orders for further landings. The Levant was now towed to a position from which she could bring her guns to bear on Fiddler's fort, and together with the Portsmouth opened a brisk fire on the enemy position. This was continued until about eight-thirty, when the landing force was towed to the beach by the Cumfa. This force landed shortly before nine, under cover of the bombardment, and by nine-thirty the fort had been captured and the American Flag raised over it. The guns were now spiked and the fort dismantled. In the afternoon the landing force crossed the river, landed near the Island fort, and captured it, while the ships continued the bombardment of the remaining forts. Early in the morning of the 22nd, the work of reducing the other forts was commenced. The ships opened fire at five o'clock, and a half hour later,

the landing force, under Commander Foote, crossed the river under a heavy fire, landed near fort Number four, and in less than two hours, it too, was in the possession of the Americans. All of the Barrier forts having been captured, as well as Fiddlers fort, the landing party returned to their ships at two-thirty in the afternoon.

During the fighting up to and including the 22nd, the Americans suffered casualties of six killed (sailors), and twenty wounded, six of the wounded being Marines. The losses on the enemy's side could not be accurately ascertained, however, they were known to be severe, both in killed and wounded. The Chinese defended the forts with approximately 5000 officers and men, while the American force (landing party) did not quite reach 300, officers and men, who were pitted against forts with granite walls seven feet in thickness, and an armament of 168 heavy guns, some of which had a bore of eleven inches in diameter.

On the afternoon of the 23rd a large party of Marines and sailors was despatched on shore to occupy the forts "on the right hand" side of the river, tear down the walls, roll the guns into the river, and otherwise complete their destruction in such manner as to preclude the possibility of their ever being used again. This work continued until the 6th of December, when the destruction was complete and the entire landing force returned aboard their respective ships. Shortly before seven o'clock that evening, both vessels were towed down the river to the anchorage at Whampoa.

(1859)

In May of the previous year a British force captured the Taku Forts, and Lord Elgin started for Peking. At Tientsin, however, imperial commissioners persuaded him to conclude a treaty on the spot, which treaty it was agreed should be ratified the following year. Sir Frederick Bruce was despatched from England on the mission for ratification of the treaty, but had to return, unsuccessful, due to the fact that while attempting to pass the Taku Forts, he and his escort of vessels were fired upon, and the expedition was compelled to return.

This incident seemed to embolden the Tartars in their conduct toward all foreigners, and was the apparent signal for the perpetration of many indignities upon them, among whom were Americans. This was the state of affairs when Captain William C. Nicholson, in the steam frigate Mississippi, arrived off Woosung in the latter part of July, 1859. The American Consul at Shanghai, William L.G. Smith, acquainted Captain Nicholson with the conditions and, apparently, requested or suggested, the advisability of

sending an armed party to Shanghai for the protection of the interests of the United States. Early in the morning of the 31st, Captain Nicholson ordered a detachment of Marines (presumably under command of First Lieutenant Jacob Read), and sailors to the number of 60 officers and men, also a boat howitzer, the whole under Lieutenant Roger N. Stemple, and despatched them to Shanghai in tow of the English steamer Carthage. This force remained at Shanghai until the 2nd of August, when it was withdrawn.

(1866)

Hien-feng died in the summer of 1861, leaving the throne to his son, T'ung-chi, a child of five years, whose mother, Tsz'e Hsi, had been raised from the place of favorite concubine to that of Imperial Consort. The legitimate empress, Tsz'e An, was childless, and the two dowagers became joint regents. The concluding of peace with the allies, England, France and Russia, together with the death of Hien-feng and the ascension of his son to the throne, appeared to be the signal for a renewal of the campaign against the T'ai-p'ings, and benefiting by the friendly feelings of the British authorities, engendered by the return of amicable relations, the Chinese government succeeded in enlisting Major Charles George Gordon, of the Royal Engineers, in their services. He supplanted an American named Ward, and in a surprisingly short time formed the Chinese troops into a formidable army and without delay took the field against the rebels. His advent met with much success, and in July, 1864, the imperialists gained possession of Nanking. T'ien Wang, the Rebel leader, committed suicide, and those of his followers who escaped dispersed throughout the country.

Even though the rebels had been dispersed, certain War Lords still made forays into imperial territory, cities and towns, committing diverse depredations, and harassing foreigners who might be within their sphere of operations. Such was the general state of affairs when, in this year, the American Consul at New Chwang, Francis P. Knight, was molested and assaulted by a party of dissolute characters, the leader of which was known by the name of "Sword Rack Hoo." Rear Admiral Henry H. Bell, commanding the Asiatic Squadron, despatched Commander Robert Townsend, in the Washuett, to the scene for the purpose of securing the arrest and punishment of the parties who were engaged in the outrage.

Commander Townsend arrived off New Chwang about the middle of June and, on the 20th, sent a landing force

numbering 50 Marines and sailors, under the command of Lieutenant John W. Philip, to obtain all information available relative to the assault, and to arrange for the arrest and conviction of its perpetrators. It appeared that the local Chinese authorities could, and would take into custody all of those implicated, with the exception of the leader, whom the authorities seemed powerless to arrest. Commander Townsend was unwilling to permit this individual, above all others, to escape his just dues for the unprovoked attack on an American consular officer, and, on the 25th, despatched 100 Marines and sailors, under Lieutenant Philip, with explicit orders, we can imagine, to bring back his man. At any rate, Philip returned with his party that evening, bringing the chief of the "Sword Racks" with him. "Sword Rack Hoo" was placed on trial the following day, and Lieutenant Philip, with a detachment of about 25 men went ashore each day until the 29th to make certain Hoo did not escape until after the trial.

On July 7th, the 22 "sword racks" having been tried and punishment awarded, the entire number were turned over to the Chinese authorities, and the Wachusett sailed, taking the Consul to Chefoo. The Wachusett then proceeded to Tung Chow Foo, arriving there on the 12th. On the 14th, Commander Townsend wishing to consult with the authorities on shore, detailed 100 Marines and sailors, under Lieutenant Philip, to accompany him. They landed at 11 in the morning and returned at 6 in the evening. Commander Townsend next visited Shanghai, arriving there the 26th. While at anchor here on August 9th, a serious fire was observed from the Wachusett, in the direction of Old Shanghai, and 1 officer and 46 men were immediately sent on shore to render assistance. They landed shortly after 2 o'clock in the morning, and returned around 6, the fire having been extinguished.

The United States Consul-General, Mr. Seward, and the Interpreter, Mr. Jenkins, were desirous of proceeding to Chinkiang, so Commander Townsend offered passage on the Wachusett, which was accepted. They went aboard her on the morning of the 12th of August, and disembarked at 5:30 on the evening of the 14th; Lieutenant Philip, with 25 men, acting as escort. The Consul-General had departed less than seven hours when all aboard the Wachusett were suddenly plunged in grief, and a pall of sadness hovered over the American vessel. This was occasioned by the death of Commander Townsend at 1:40 in the morning of the 15th, of congestion of the brain. The Wachusett got underway and stood down the river to Shanghai, where the remains of Commander Townsend were laid to rest on the evening of the 16th.

Full military honors were accorded, and 7 one minute guns were fired from the vessel he had so ably commanded.

(1894)

This year witnessed the outbreak of hostilities with Japan, due to the immemorable rivalry between these two countries for influence in Corea. In the 16th century a prolonged war was fought, which ended with the failure of Japan to make good her footing on the mainland. In more modern times, 1875, 1882 and 1884, Japan had repeatedly sent expeditions to Corea, and had fostered the growth of a progressive party in Seoul. The difficulties of 1884 were settled by the convention of Tientsin, wherein it was agreed that in the event of future intervention each should inform the other if it were decided to despatch troops to the peninsula. Nine years later the occasion arose. A serious rebellion induced the Corcan government to apply for military assistance from China. Early in June of the present year a small force of Chinese troops was sent to Asan, and Japan, duly informed, replied by furnishing her minister at Seoul with an escort, rapidly following up this step by despatching 5000 troops under General Oshima.

Japan now proposed that the two powers unite to suppress the disturbance, and inaugurate certain reforms. China considered that these measures should be left to Corea herself. This controversy continued, until about the middle of July, when it became apparent that, unless China was willing to abandon all claims over Corea, war with Japan was inevitable. At Seoul the issue was forced by the Japanese minister, who delivered an ultimatum to the Corcan government on July 20th. On the 23rd the palace was forcibly occupied by the Japanese, and on August 1st war was declared.

Rear Admiral Charles C. Carpenter, commanding the Asiatic Squadron, was issued instructions relative to providing utmost protection for American interests, due to the unsettled conditions in consequence of the war. During the latter part of the year, when the Japanese army approached quite near to Peking, there was occasion for great excitement. Riots occurred with frequency, foreigners were unwelcome, and the foreign diplomatic representatives were apprehensive for their own safety. Admiral Carpenter, who was on his flagship, the Baltimore, at Nagasaki, Japan, at the time, received a cablegram to proceed at once, and place his Marine guard at the disposal of the American Minister, Colonel Charles Denby, at Peking, to protect the

Legation. The Baltimore sailed on the 2nd of December, and arrived at Chefoo on the afternoon of the 4th. Preparations were immediately instituted for the Marines, under Captain George F. Elliott, to embark aboard the steamer Yiksang, and proceed for Tientsin, for further transfer to Peking if required. Captain Elliott went on board with his detachment about 7 o'clock in the evening of the 4th, and started for Taku. However, he was later compelled to transfer from the Yiksang to a tug to complete the journey to the latter place. Here he engaged rail transportation for himself and men to Tientsin, and after riding in open cars for over two hours arrived at his destination, late in the evening of the 6th, all nearly frozen because of the cold weather and lack of protection.

As soon as he arrived at Tientsin, Captain Elliott reported aboard the Monocacy, which was lying at anchor in the river. The Marines had actually made a landing, even though they were prevented from proceeding on to Peking, due to an edict issued by the Emperor forbidding foreign troops to enter the Chinese capital. Other foreign nations were represented by vessels and detachments of marines, all in readiness to proceed to Peking to protect their legations .

(1895)

This year was ushered in and found the Marines still at Tientsin where they were awaiting eventualities. In February Admiral Carpenter ordered that Captain Elliott be instructed to proceed to Peking, for the purpose of conferring with Colonel Denby relative to arrangements for housing facilities, and the feeding of the men, should their presence there be required. Also, to learn the intentions of the missionaries should the Japanese invade the Pichili district, and move on the capital. Twenty-five thousand Chinese troops lined the route from Tientsin to Peking, and rail transportation was impossible. Not to be outdone by these obstacles, this resourceful and experienced officer of American Marines, Captain Elliott, finally secured a horse, and made the trip of over 80 miles to Peking in two days.

During his stay in Peking, Captain Elliott together with Paymaster Cowie, U.S. Navy, acted as military attaches upon the occasion of Colonel Denby's audience with the Emperor of China. Prince Lung begged Colonel Denby, in the name of the Emperor, to draw up a request to the Japanese asking them to receive a peace commissioner. Pending these negotiations, it was not desired to despatch the American Marines to the capital, and Captain Elliott returned to the Monocacy at Tientsin. Peace having been declared on the

10th of May, Captain Elliott and his Marines were ordered to return to their own vessel, the Baltimore, which was then at Nagasaki. They left Tientsin on the 16th, proceeded aboard the Concord and Yorktown, and rejoined their ship on the 20th of the same month.

(1898)

Shortly after the close of the Chinese-Japanese War, a great reform movement began throughout China. The foreign powers apparently underrated this reactionary movement against the aggressive spirit of Western civilization. Foreign methods which had been amply illustrated by the war, had produced a considerable impression upon the people of China. From the treaty ports Chinese newspapers spread the fermentation of new ideas far into the interior. Early in the year, the Emperor, having emancipated himself from the control of the Dowager-Empress, summoned several reform leaders to Peking, requesting their council. The Empress resisted the reform movement in every possible way, and in the middle of September a report became current that the Emperor intended to seize and deport her to the interior. The Empress, no doubt, was cognizant of this plan of the Emperor, and saw her opportunity to regain control of the government. The Emperor had neglected to inculcate the army with his ideas of reform, which fact was known to the Empress, and on the night of the 20th she saw to it that soldiers were surreptitiously permitted to enter the Emperor's palace. He was seized, made a prisoner, and the following day compelled to issue an edict restoring the empress to the regency. In the following month, October, the reaction to the reform movement had already been accompanied by such a recrudescence of anti-foreign feeling that foreign ministers at Peking were apprehensive for the safety of their nationals, themselves, and their Legations.

Mr. Edwin H. Conger relieved Colonel Denby as United States Minister to China, prior to this coup de main. When this happened he considered that a Marine Guard should be established at the Legation in Peking and the Consulate at Tientsin. The American Consul at the latter place was James W. Ragsdale, who, it appeared, shared in this belief. Admiral George Dewey was commanding the Asiatic Station, and when the question was put up to him for decision, he agreed with the Minister and issued the necessary instructions for the guards to be sent. The cruisers Baltimore, Boston, and Raleigh were then in Chinese waters, and Captain Frank Wildes (Boston), being the senior naval officer, directed that First Lieutenant Robert McM. Dutton, commanding the Marines of his vessel, together with a certain number of Marines from all three ships, be despatched to Peking. On the 4th of November, the detachment, consisting of 5 men from the

Boston, 5 from the Raleigh and 8 from the Baltimore, proceeded to Peking, and established the Legation Guard. On the 12th of the same month, Lieutenant John Gibson, U.S.N., of the Boston, was detailed to command the Marine Guard at the Consulate at Tientsin. This guard consisted of 30 Marines taken from the same three ships, and it proceeded on this date. Each guard was provided with full equipment, including one Gatling gun with a large supply of ammunition.

(1899)

At the beginning of this year, conditions not having improved to any great extent, the American Marines were still on duty guarding the Legation at Peking, and the Consulate at Tientsin. However, the unsettled state of affairs then existing was confidently expected to take a turn for better in the near future. This expectancy was well founded, and by the middle of March they had so improved as to make a Marine Guard no longer a necessity. Consequently, both the Legation and Consulate guards were withdrawn on the 15th of March. They proceeded by train to Shanghai, where they reported aboard the Monocacy and Zafiro the 17th for further transfer to their respective ships.

(1900)

The reactionary tide which began in 1898, continued to rise during the latter part of 1899, and into the present year when it may be said to have reached its climax in the destruction of several Christian villages, whose converts were massacred, and the murder of two English missionaries, in the latter part of May and the first two days of June. The origin of the "Boxer" movement is obscure, but its literal translation is: "The fist of righteous harmony." Whether the Empress Tsz'ie Hsi and her Manchu advisers had deliberately set themselves to avert the danger by deflecting a revolutionary movement into anti-foreign channels, or whether with Oriental heedlessness they had allowed it to grow until they were powerless to control it, they had unquestionably resolved to take it under their protection before the foreign representatives at Peking had realized its gravity. Threats against the foreigners went on increasing - the Boxers openly displaying their banners, on which was the following inscription: "Exterminate the foreigners and save the dynasty."

Covering a period of over four months, the foreign ministers at Peking made representation after representation to the Chinese government seeking a cessation of the Boxer movement, but to no avail. By this time (May), the whole

city of Peking was in a state of turmoil - murder and pillage were of daily occurrence. The reactionary prince, Tuan, and the Manchus generally, together with the Kan-suh soldiery under the notorious Tung-fu-hsiang, openly sided with the Boxers. The European residents and a large number of native converts took refuge in the British legation. On the 11th of June the chancellor of the Japanese legation was murdered by Chinese soldiers, while two days later most of the foreign buildings, churches and mission houses in the eastern part of the Tartar City were pillaged and burnt, and hundreds of native Chinese converts were massacred. As if this was insufficient to satisfy their hatred for everything foreign, they perpetrated and carried out still another horrible crime on the 20th - that of the unprovoked murder of Baron von Ketteler, German Minister, whilst on his way to the Tsung-Li-Yamen; a little later in the same day Chinese troops opened fire upon the Legation.

Cables and telegraph lines were choked with messages beseeching assistance for the defense of the foreign legation. However, this means of communication was soon ended, as well as all other methods, by the action of the Boxers in severing all lines of communication leading in to Peking. A small force of Marines and bluejackets, among which were twenty-seven American Marines, under Captain Newt H. Hall from the Oregon, and 25 others from the Newark, under Captain John T. Myers, who had been landed at Taku on the 24th and 28th of May, respectively, together with those of various other nationalities had reached the city before the Boxers had encircled it with troops, but this force was so insignificant compared to that which the Boxers now mustered, that the effective defense of the legations could not long be expected.

Vice Admiral Sir Edward H. Seymour, of the British Navy, headed a force consisting of 112 American Marines and sailors, under the command of Captain B. H. McCalla, U.S.N., together with Austrian, British, French, German, Italian and Japanese marines and sailors and proceeded on June 5 to the relief of the foreign legations in Peking. However, on the 19th, after having suffered severe losses, this combined force was compelled to abandon the expedition and return to Tientsin. On the 22nd, during the retreat, this force met stubborn resistance about eight miles outside of the city of Tientsin proper. Their progress had been checked by a strong Chinese Boxer force which was in position in the Siku Arsenal. The force under Admiral Seymour attacked this position with vigor and much bravery and after a few hours fighting his force was enabled to dislodge the Boxer force and take possession of the Arsenal themselves. The

reinforced Boxer forces however, invested the Arsenal and held the relief column beleaguered until they were relieved by reinforcements from other sources.

In the meantime, the American government was by no means idle. The nearest American forces which could be drawn upon to furnish reinforcements, were those stationed in the Philippines, consisting of Marines and army troops. Rear Admiral George C. Reamey was in command of the Asiatic Station, and he was directed to furnish all possible assistance to the beleaguered legations in Peking. He, in turn, ordered all available Marines from Manila and Olongapo to be despatched to Taku in preparation for the march on Peking. Major Littleton W. T. Waller, with 7 other officers, together with 131 Marines sailed from the Philippines on the Newark, on the 14th of June, arriving at Taku four days later. The commanding general of the United States army forces, also despatched several companies of the 9th and 14th Infantry, and Reilley's battery of artillery, under command of Brigadier General Adna R. Chaffee, but these troops did not reach China until some time after the Marines had arrived.

Upon arrival at Taku, Major Waller immediately landed his force, and started the march to Tong-ku, some 13 miles distant. At this latter place was the terminus of a railway to the interior, but the track was torn up in numerous places, and the rolling stock had been deserted. After surmounting many difficulties, repairs were finally made to the track and rolling stock, and a train prepared for the transportation of the Marines toward Tientsin.

While on the march from Taku to Tong-ku, Major Waller and his force overtook a battalion of Russian infantry, consisting of approximately 450 officers and men, who joined his force, and in company marched on to Tong-ku. They also accompanied the American Marines on the train towards Tientsin. This combined force arrived at a point about 12 miles from Tientsin at about 11 o'clock on the night of June 20th, where they went into bivouac. It was Major Waller's intention to wait here until reinforcements should arrive - believing his own force together with the Russians, was much too small to begin active operations. However, the Russian commander appeared so anxious to begin the forward march that Major Waller finally yielded, and joined the advance.

Early on the morning of the 21st the combined force started the advance and, by half after six, had reached a point opposite the imperial arsenal, when the enemy opened fire. Lightly at first, but presently heavily, and with considerable accuracy. The Americans and Russians, being

outnumbered more than two to one, were forced to retreat after two hours of sanguinary fighting - the American Marines suffering 3 killed and 7 wounded. The Marines, during the retreat, took up the dangerous position of rear guard, and successfully fought off all pursuers. About the middle of the afternoon the force reached their original base, 12 miles distant from Tientsin, where they awaited reinforcements. Major Waller's estimate of the situation had been proved correct.

Reinforcements arrived during the night of the 22nd, and consisted of additional Russian soldiers, an English force, German, Italian and Japanese - the total of all arms approximating 2000 officers and men. The commanders of the allied troops now held a conference, which ended by an agreement to again take up the advance early in the morning of the 24th, advancing in two columns. This plan was carried out, and by 4 o'clock, the columns encountered stiff resistance, but forced their way into the city about noon. By this time Major Waller's Marines had suffered 4 killed and 11 wounded. The whole allied force now rested for the remainder of the day. The respite was short, because soon after midnight of the 25th, they moved on to the relief of the beleaguered force under Vice-Admiral Seymour, who, it will be remembered was invested in Siku arsenal. This mission having been accomplished, the whole force moved back to Tientsin early in the morning of the 26th.

The Russians made an attack on the arsenal the 27th - the one where Major Waller was repulsed on the 21st - but were forced to call for reinforcements. Major Waller sent 1 officer and 40 of his Marines to their assistance, but placed them under the direct command of Commander Craddock, British Navy. And with this added force, the Boxers were driven out, the fortification captured, and the enemy put to flight. Major Waller, in closing his report of the operations, makes this rather pessimistic statement: "There seems small chance of any movement toward Peking for three weeks." No doubt he had reference to what he believed an inadequate force, and to the lack of cooperation on the part of the different commanders, with special reference to the Russian commander, General Stessel, who styled himself, "General commanding allied forces."

Major Waller predicted that should a considerable delay ensue before the advance on Peking be taken up, the Boxers would bring in reinforcements which would prevent, or at least deter an early march to the relief of the legations. Again his estimate of the situation was correct, because

the Chinese did send reinforcements to the number of some 10,000 officers and men, under the command of General Ma San Yuan, while some of the allied commanders were trying to bring about a unity of action of all. The British, Japanese and the Americans were in accord as to the necessity of quick action, but the others, particularly General Stessel, would not lend their cooperation for such a move.

The net result of this lack of cooperation was, as previously stated, the advent on the scene of a large force of Chinese troops, which must be defeated before an advance by the Relief Expedition was possible. It was not until July 8th that the commanders, less General Stessel, who maintained a status quo, finally came to an agreement, and a plan adopted for the continuance of the advance. This was ordered for the following morning, the 9th, and was carried out. The American Marines carried their part of the line, captured the arsenal, and there maintained themselves though outnumbered by about ten to one. The Russians were not permitted to remain idle for long, however, for the other forces drove the Boxers in their direction, when they were compelled to take an active part for their own safety. A result of this inactivity on the part of the Russians early in the attack, was the causing of the whole force to consolidate their position when they might have pushed on and defeated the enemy with assistance of the Russian troops.

Nothing could be done now excepting to hold the positions gained and wait for additional allied troops. These came on the 13th in the way of United States Marines, under the command of Colonel Robert L. Meade, together with 17 other officers and 300 men. At a conference, held shortly after Colonel Meade's arrival, it was agreed to continue the attack the following morning, the 13th. Colonel Meade placed his own force and that of Major Waller under the direction of the British commander, Brigadier General A.R.F. Dorward, and they fought side by side of the English troops all day. At 8 o'clock that night General Dorward ordered the men to "sleep on their arms," and continue the attack on the 14th. This plan was carried out, and the Allied Relief Expedition entered the "Walled City" at 6 in the morning. After the city had been taken, General Dorward addressed a letter to the American commander, in which he complimented the Marines in the highest terms.

Shortly after the fall of Tientsin, Colonel Meade was relieved and ordered to other duty. His detachment left the Marines again under the command of Major Waller. How-

ever, on August 3rd, Major William P. Biddle arrived with additional Marines and, being senior, relieved Major Waller. This new force of Marines brought their total to 482 officers and men. The following day, the 4th, the long delayed march on Peking commenced. During this long trek, lasting ten days, only two contacts of note were had with the enemy - the first at Pietsang on the 5th, and the second at Yangtsun the 6th. The American Marines did not take part in the first, but in the second, the Marines, the 9th and 14th Infantry units and Reilley's battery of the 5th Artillery, were all engaged. This attack was of short duration, and the Allied column continued its advance.

The Allied force arrived before the gates of Peking on the 14th of August, and on the next day the Imperial City was attacked and later captured - the United States Marines leading the attacking force. They took a position over the Chien-men gate, and cleared the barricades to permit the artillery to fire on the pagoda. Shortly after, two companies of the Marine force were posted in the pagoda, while the 2nd Battalion took up a position along the wall, from which they opened a heavy rifle fire on the Chinese troops in the Imperial City. The Chinese resisted stubbornly, but were finally driven out, leaving the Marines in complete possession of the gate. On the 16th they captured the west gate - holding both until the 19th, when they moved into the Tartar City.

During the fighting of the 15th, Captain David D. Porter (of the famous Porters of the Navy), together with First Lieutenant Leof M. Harding, captured several Chinese flags in a most gallant manner.

While the Allied force was engaged in reducing the fortifications of Tientsin, relieving the beleaguered force under Admiral Seymour, and making its march on Peking, the United States Marines from the Newark and Oregon (mentioned previously), were experiencing their own troubles in an endeavor to hold off the Boxers until help should arrive. Their experiences and activities probably can best be told by using the words of the American Minister himself, Honorable Edwin H. Conger, as contained in his official report to the Secretary of State: "To our Marines fell the most difficult and dangerous portion of the defense by reason of our proximity to the great wall and the main city gate, over which the large guns were planted. Our legation, with the position which we held on the wall, was the key to the whole

situation. This given up, all, including many Chinese Christians, would at once be driven into the British legation, and the congestion there increased by several hundred. The United States Marines acquitted themselves nobly. Twice were they driven from the wall, and once forced to abandon the legation, but each time, reinforced, immediately retook it, and with only a handful of men, aided by ten Russian sailors, and for a few days a few British marines, held it to the last against several hundred Chinese, with at least three pieces of artillery. The bravest and most successful event of the whole siege was an attack led by Captain Myers, of our Marines, and 55 men - American, British and Russian - which resulted in the capture of a formidable barricade on the wall, defended by several hundred Chinese soldiers, over 50 of whom were killed. Two United States Marines were killed and Captain Myers and a British Marine wounded. This made our position on the wall secure, and it was held to the last with the loss of only one other man. \* \* \* I cannot close this dispatch without gratefully mentioning the splendid service performed by the United States Marines, who arrived here on May 31, under the command of Captain Myers. \* \* \* Their conduct won the admiration and gratitude of all, and I beg you to kindly communicate the facts to the Navy Department."

The United States Marines remained in Peking until September 28th, when they were ordered back to the Philippine Islands. At the same time, all of the United States Army units were likewise withdrawn, except the Legation guard which, contrary to custom, was composed entirely of army troops instead of Marines.

(1905)

It was previously mentioned that a company of the 9th United States Infantry was retained as a guard for the American Legation at Peking, China, after that city was captured by the Allied Relief Column in August, 1900, and which was contrary to the usual custom. During the fore part of this year considerable correspondence passed between the Departments of State, War and Navy, the American Minister, Marine Corps Headquarters, and the Executive Office of President "Teddy" Roosevelt, relative to substituting the Marines for the Army unit at the Legation. The final result of these communications was an order signed by direction of the President, on the 31st of July, directing that the United States Marines relieve the 9th Infantry unit as guard at the American Legation in Peking.

This order was transmitted to the Commandant of the Marine Corps, Brigadier General Commandant George F. Elliott, who, in turn, instructed the commanding officer of the 1st Brigade of Marines, stationed in the Philippines, to detail 2 officers and 100 picked men, and transfer them to Peking. In accordance with this direction, Captain Harry Lee, First Lieutenant Thomas Holcomb, Jr., and 100 men were selected, embarked aboard the army transport Logan, proceeded to China and relieved the U.S. Army unit on the 12th of September. Beginning with this date, and continuing until the present, (1934), the United States Marines have maintained the American Legation Guard in Peking.

(1911)

The reform movement which began soon after the Chinese-Japanese War, continued to a more or less extent to the present, and as a result internal affairs remained in an unsettled state. Frequent uprisings occurred, and marauding bands roamed at will. Foreigners were molested, property damaged, and not a few kidnappings were perpetrated. As usual the United States kept naval vessels in Chinese waters to render assistance to Americans when such became necessary.

On the 4th of November two of these ships, the Albany, under the command of Commander R. H. Jackson, and the Rainbow, under Lieutenant Commander A. N. Mitchell, were at Shanghai looking after American interests. On the morning of this date a Chinese officer, General T'set Sun, went aboard the first named vessel, reporting that the revolutionary forces were in command of the river. In view of this condition, the two cable companies' property (Great Northern and Commercial), was in danger of being damaged. The Albany was moored to the dock, and the Rainbow was anchored in the stream, when, in consequence of the bad situation ashore, the latter ship sent 24 Marines to the former, to be used as guards if required. Commander Jackson, believing such action necessary, despatched 12 Marines to each of the cable stations on the evening of the 4th. They remained on this duty until the 14th, when they were withdrawn, and returned to the Rainbow.

(1912)

The revolution for the overthrow of the Manchu dynasty, which had its inception in the previous year, as well as a

continuance of the reform movement, kept internal affairs in a constant state of upheaval. Rear Admiral Reginald F. Nicholson, who had relieved Admiral Murdock in July of this year, was keeping a close watch over affairs, and taking every precaution for the safety of Americans and American interests. On the 24th of August he ordered one company of Marines from the Rainbow, under command of Captain Thomas C. Turner, to be landed on Kentucky Island. They remained ashore for two days, when they were withdrawn. Another force was landed on the 26th at Camp Nicholson, and remained until the 30th, when it too, was withdrawn.

(1913)

During this year, especially around Shanghai, the revolutionary troops were quite active. The Albany, under the command of Commander Mark L. Bristol, and the Rainbow, under the command of Lieutenant Commander D.W. Wurtzbaugh, were at anchor at Shanghai at the time when, on July 7th, Commander Bristol deemed it necessary to land a force of Marines to protect the interests of the United States, but was withdrawn the same day. On the 28th of the same month it again became necessary to land Marines for the protection of American interests. The Albany landed a force in the evening of this date, as did also the Rainbow, under the command of Lieutenant-Commander Wurtzbaugh. These forces were withdrawn on the morning of the 29th, but they were again landed the same evening, and remained until the 14th and 17th of August, respectively.

(1922)

Internal political affairs in China had not resolved themselves into a tranquil state during the years since the last landing by United States Marines. In fact, during this year conditions grew worse, which caused the Legation Guard to be strengthened, and other landings as well. Commander Louis C. Richardson, of the Albany, received instructions the latter part of April to land his Marine detachment, under the command of Captain Charles H. Martin, as a reinforcement for the Legation at Peking. They landed on the 28th, and remained until the 25th of May, when they were withdrawn. A battalion of Marines, under the command of Captain Roy C. Swink, served for a time aboard the Huron, were landed at Taku on the 5th of May, and proceeded to Shanghai, where they remained until the 11th.

(1924)

The revolutionary movement was still in progress during this year, and because of the danger to United States citizens, their property, and American interests, it was found advisable to land Marines on several different occasions. The first landing took place on the 6th of October at Shanghai. On this date the Marine detachment of the Asheville (31 men), under First Lieutenant John T. Thornton, and the 1st Expeditionary Force (101 men), under Captain Francis S. Kioren, were landed due to the unsettled conditions at that place. The Asheville's detachment was withdrawn on the 24th, but the other force remained ashore. On the 31st of October the 1st Expeditionary Force proceeded from Shanghai to Tientsin, landed there on the 4th of November, where they continued on duty for the remainder of the year.

(1925)

The first of this year found the 1st Expeditionary Force still ashore at Tientsin. They remained there until the 8th of February, when they were withdrawn to the Asheville. On the 15th of January, the Marine detachment of the Sacramento (28 men), under First Lieutenant Howard N. Stent, was landed at Shanghai, and remained on shore until the 22nd. About the middle of January a Second Expeditionary Force was organized in the Philippines, under command of Captain James P. Schwerin, proceeded to Shanghai on the Barker, Boric and Whipple, landed at Shanghai on the 22nd of January, and remained there until the 9th of February, when they were withdrawn and returned to the Philippines. In the first part of June the 2nd Provisional Company (127 men), under Captain Angus Wilson, sailed from the Philippines, and landed at Shanghai on the 9th; remaining there until the 29th of August, when they were withdrawn to the Abarenda. They remained on this vessel until the 9th of November, when they landed at Tientsin, and the last of this year found them still there. On the 1st of July the Marine detachment of the Huron, under the command of Captain William P. Richards, was landed at Shanghai, where they remained until the 29th, when withdrawn. Still another detachment of 69 men, under Captain Omar T. Pfeiffer, landed at Shanghai on the 30th of December.

(1926)

The beginning of this year found the 2nd Provisional Company, and the detachment last mentioned above, at Tientsin and Shanghai, respectively. The first mentioned was

withdrawn to the Sacramento on the 9th of June, and the latter to the Pecos on the 12th of March.

In the latter part of this year the fighting between the different factions increased to such an extent that Rear Admiral Clarence S. Williams, commanding the Asiatic Fleet, deemed it necessary to despatch a considerable force to the scene of most danger which, at the time, appeared to be Chingwangtao. He ordered two officers, Captains Walter E. McCaughtry and Carl F. Herz, and 125 enlisted Marines from Guam to be embarked on the Gold Star, and sail without delay. They sailed on the 7th of November, and landed at Chingwangtao on the 12th.

(1927-1934)

The force last mentioned was augmented by the addition of the Expeditionary Battalion, consisting of the 88th, 89th, 90th and 91st Companies, under the command of Major Samuel P. Budd, who embarked aboard the Pecos at Cavite, proceeded to Shanghai, and landed there on the 9th of February, to assist in guarding the International Settlement. While this battalion was being organized and despatched to China, Admiral Williams had requested additional forces from the United States. The 4th Regiment of Marines was at San Diego, and it was quickly put in condition for service overseas. The Regiment, less the 2nd Battalion, under the command of Colonel Charles S. Hill, was embarked aboard the Chaumont, sailed on the 3rd of February, arrived on the 24th, but did not land to remain ashore until the 16th of March.

Captain George W. Steele, Jr., in the Pittsburgh, arrived at Shanghai about the middle of January, and on the 4th of March was ordered to send a landing force to retake the Meifoo XIV, a Standard Oil Company's vessel which had been commandeered by Chinese troops in the vicinity of Hangchow on the 19th of the previous month. Captain Steele detailed Lieutenant-Commander W.A. Edwards, two squads of Marines and two squads of bluejackets, who proceeded immediately and regained custody of the ship, returning it to the Standard Oil Company.

On the 25th of March, Captain Harold S. Fassett, Second Lieutenant Edwin C. Ferguson and 63 Marines landed at Shanghai to act as a patrol for the Bund. They returned aboard shortly before noon the following day. Again on the 31st the Marines were landed, and remained ashore until the 3rd of April. About the same time, Commander Irving H. Mayfield, in the Sacramento, was also at Shanghai, and on the 24th of March sent First Lieutenant John M. Greer and 16 of

his Marines ashore at Pootung to guard the property of the Universal Leaf and Tobacco Company. This detachment returned on the 19th of April.

On March 6th, Brigadier General Smedley D. Butler, with several staff officers, left San Francisco for the Orient, where, upon his arrival, he took over command of all United States Marine units then on shore. On the 26th of this same month, Admiral Williams again requested more Marines, as the forces then present would be incapable of handling a serious situation. In compliance with this last request, the 6th Regiment, less the 3rd Battalion, the 3rd Brigade Headquarters and Headquarters Company, 3rd Brigade Service Company, one battery of 75-mm. tractor-drawn artillery, and one squadron of scouting, pursuit and amphibian planes, the whole under the command of Colonel Harold C. Snyder, were sent from San Diego to Shanghai on the 7th of April on board the Henderson, arriving there on the 2nd of May. Before these last reinforcements had reached China, the 2nd Battalion of the 4th, and the 3rd Battalion of the 6th Regiments, together with the 1st Battalion of the 10th (artillery) Regiment, less one battery, one light tank platoon, the 5th Company of engineers (Marines), and the remainder of the 3rd Brigade aviation force, were despatched to the Philippines on the Dollar Line Steamer President Grant, where they arrived on the 4th of May, at Olongapo. Soon after these units arrived, they were formed into a provisional regiment. On the 11th of April the Guam aviation detachment sailed, arriving at Shanghai on the 25th.

About the middle of May, the 1st Battalion of the 10th Regiment, the 5th Company of Engineers, and the light tank platoon, was despatched from Olongapo to Shanghai to reinforce the 6th Regiment, arriving there on the 31st. About this time Tientsin resolved itself into a danger area for all foreigners, and the 6th Regiment, less the 3rd Battalion, under Colonel Snyder, the 1st Battalion of the 10th Regiment, under Colonel ~~XXXXXXXXXXXXXXXXXX~~, one light tank platoon and the 5th (engineer) Company, less one platoon, sailed from Shanghai for Taku on the 2nd of June, for further transfer to Tientsin, where they arrived on the 6th. General Butler proceeded to Tientsin and took command at that place, leaving the 4th Regiment at Shanghai.

Since the arrival in China of the units above mentioned, United States Marines have continued on duty in that country up to the time of this writing - August 31st, 1934 - although their strength has been materially reduced, the Fourth Regiment alone having been stationed in China since the 24th of January, 1929.

Harry  
Lay

References: Cooper's Hist. Navy, III, 102; Collum's Hist. U.S. Marine Corps, 106-108; Sec. Navy An. Rep., 1894, 24; id., 1895, 526-528; id., 1898, II, 42; id., 1899, 922; id., 1900, 3-6, 448-450, 1116-1132; id., 1905, 1233-1234; id., 1912, 14, 590; id., 1922, 822; Marine Corps Archives; St. Dept. Archives; Navy Archives; Major-General Commandant An. Rep., 1927, 9; Logs of Portsmouth, Powhatan, Plymouth, Levant, San Jacinto, Mississippi, Wachusett, Baltimore, Newark, Oregon, Albany, Huron, Rainbow, Asheville, Sacramento and Pittsburgh.

(1860)

For many years Colombia had endeavored to throw off the Spanish yoke. Revolution followed revolution, but none seemed to gain the desired end, until the advent of Bolivar in the year of 1819, when he accomplished his most striking achievement by suddenly crossing the inundated llanos, the Andes, fell upon the advance guards of the royalists, effected a union with Santander, routed the Spaniards at Boyaca on August 7th, marched into Bogota three days later, and assured the independence of New Granada.

The United States was the first foreign government to recognize the independence of Colombia, and comparative tranquility reigned until about 1858, when unrest and rumblings of revolutionary tenor began among the different factions of the populace. These manifestations later grew into open hostilities and, by 1860, a well defined revolution was in progress.

Commander William D. Porter, of the sloop St. Mary's was in the vicinity, and received instructions to proceed to the bay of Panama to observe conditions and to take whatever action he deemed necessary for the protection of American interests. He arrived on July 4th, but as conditions appeared to be tranquil, a landing was not made at the time. He remained, however, to await further developments. This delay proved opportune, for in the latter part of September conditions so changed that the landing of an armed force became necessary. On the 27th the Marine Guard, under Second Lieutenant Calvin L. Sayre, was despatched ashore to protect the railroad, and other American interests, from attacks of the insurrectionary forces. On the 29th an additional force of 50 sailors, under Lieutenant Thomas McK. Buchanan, was sent ashore to augment the Marines. Both the Marines and sailors remained until the 8th of October, when they returned to their ship.

(1873)

During the first part of this year hostilities again broke out over the possession of the government of the

State of Panama. Rear Admiral Charles Steedman, U.S. Navy, commander-in-chief of the South Pacific squadron, with his flagship Pensacola and the Tuscarora, arrived in the bay of Panama on May 7th. Upon the request of the American Consul O. M. Long, together with requests of a number of influential Americans and other foreign residents he despatched ashore a force of 44 Marines, under First Lieutenant Henry J. Bishop, and about 160 sailors, with four pieces of artillery, the whole under the command of Lieutenant-Commander Theodore F. Jewell, of the Tuscarora, for the protection of the Consulate, American citizens and the railroad. This trouble soon subsided however, and the force from the Tuscarora was withdrawn on the 13th, while those of the flagship returned aboard three days later.

In the early part of September the lives and property of foreigners were again jeopardized because of a renewal of hostilities between the different factions from the same causes as had previously existed. Captain Albert G. Clary, commanding the Benicia, was the first to arrive at Panama; he was soon followed by Admiral Steedman, in the Pensacola. The latter arrived on the 18th, and consulted with the American Consul, who apparently thought the conditions warranted the landing of an armed force.

On the 22nd Admiral Steedman turned over his command to Rear Admiral John J. Almy, acquainted the latter with the local conditions, and then took his departure. The following day, 23rd, Admiral Almy ordered a landing force of 100 Marines and Sailors, with two howitzers, under the command of Captain Aaron K. Hughes to proceed ashore for the protection of lives and property of foreigners. The Marines were under the command of Captain Percival C. Pope, and Second Lieutenant James V. D'Hervilly of the Pensacola, and Second Lieutenant Henry G. Ellsworth of the Benicia. Additional officers and men were sent ashore on the 24th, 25th, 26th, 27th and 28th as reinforcements for the troops first landed. On October 1st Captain Clement D. Hebb,

U.S. Marine Corps, reported aboard the Pensacola for duty, and the same day, President Niera of the State of Panama, accompanied by the American Consul visited Admiral Almy aboard the latter's vessel. On the 4th (October), the Marines and sailors ashore from the Benicia, returned on board that vessel, and those from the Pensacola, returned on the 9th. Admiral Almy remained in the harbor until the 24th, while the Benicia did not take her departure until December 14th.

(1885)

Conditions in the Isthmus remained quiet for about twelve years, but at the end of that time a recurrence of the same trouble manifested itself in the form of another revolution. This time the danger to foreign interests was on the Atlantic side, at Aspinwall (now Colon). Commander Lewis Clark, in the Alliance, arrived at this place on the 16th of January, and the following morning received a visit from the American Consul Robert K. Wright, Jr., who reported the conditions to Commander Clark, and requested that a Marine guard be sent ashore to protect the Panama Railroad Company's property. The Marine Guard of this vessel was under the command of First Lieutenant Louis J. Gulick, and the Commander instructed him to select a suitable number of men and proceed ashore on the duty in question. The Marines were landed on the 18th, and withdrawn the following day.

Less than two months had elapsed before conditions on the Isthmus necessitated the sending of other American warships to this land of seemingly perpetual revolution for the protection of United States interests. Commander Theodore F. Kane, in the Galena, was the first to reach Aspinwall, where he arrived on the 11th of March. He consulted with the American Consul, Mr. Wright, and on the 16th detailed Second Lieutenant Charles A. Doyen and 16 of his Marines as a landing party for the protection of American interests, due to the fact that the Colombian Government had left the city without proper forces to make sure the safety of foreigners. A little later the same day 1 officer and 12 additional men were sent on shore, and on the 17th and 19th still more officers and men were likewise despatched.

An incident took place on March 30th, which, but for prompt action might have had serious consequences. The American steamer Colon was moored alongside her wharf, and at 1:40 p.m. her Ensign was discovered to be hoisted at the fore, Union down. Commander Kane despatched Lieutenant Charles Judd to learn the nature of her difficulties, and he returned shortly with the information that the Colon had arms and ammunition aboard, and that Prestan (a Haitian negro and one of the chiefs of the insurgents) demanded their delivery to him, but the captain of the steamer would not consent.

Upon receipt of this report Commander Kane then despatched Lieutenant Judd, accompanied by Naval Cadet Richardson, to communicate with the agents of the Pacific Mail Steamship Company, Mr. Dow and Mr. Connor, relative to the munitions aboard the Colon. Cadet Richardson returned in about 45 minutes with the startling information that Prestan had arrested Lieutenant Judd, Consul Wright, Mr. Dow and Connor, and intended to hold them in prison until the arms and ammunition were delivered to him, and lastly, should any force from the Galena attempt to land they would be fired upon, or should the Galena herself fire, all of the prisoners would be immediately shot. This was an ultimatum that no American officer had ever suffered himself to accept, and Commander Kane being no exception, ordered his starboard battery loaded with grape, and trained on the insurgents collecting on the Pier and Dock of the steamship company. This act had the desired effect, for in less than an hour Lieutenant Judd returned, and stated that the other prisoners had likewise been released, so ending the incident.

Commander Kane next moved his vessel as close to the Colon as practicable, and sent a detail aboard to take her out into the stream. This accomplished, he then sent a boat for the Consul, the agents of the steamship company, and the general superintendent of the Panama Railroad, Mr. Burt, to bring them aboard for safety. The agents, however, could not be located.

The following day (March 31st), a battalion consisting of Lieutenant Doyen and 18 of his Marines, together with naval officers and sailors to the strength of 126, were sent on shore to guard American property, and were stationed at the Consulate, office of the Pacific Mail Company and the Panama Railroad offices. Shortly after this force went ashore, Colombian troops arrived, and engaged the Insurgents, who were compelled to withdraw into the city. About mid-day a fire broke out in the city near the barricades behind which the Insurgents had taken up their position, and it was not long before it was sweeping everything before it; even the docks were consumed by the flames. The battalion on shore assisted in fighting the fire, and in preventing pillage of the shops, houses, etc.

During the fighting and conflagration on shore, about 300 refugees were cared for on board the Galena. The majority of these were returned ashore on April 2nd, and the Panama Railroad furnished them with free transportation to Panama City. On this date two Insurgents, Antonio Pautrizelle and George Davis, both negroes, were among those who sought safety on the American man-of-war. These two men remained aboard until May 5th, when they were sent ashore under a guard of Marines, and turned over to General Reyes of the Colombian forces, who ordered them executed by hanging the same day.

The Alliance returned to Aspinwall on April 8th, and the Tennessee, with Rear Admiral James E. Jouett aboard, arrived on the 10th. Prior to this the Navy Department had ordered an expeditionary force made ready for immediate duty on the Isthmus, consisting of Marines and seamen, and this force proceeded thereto on the steamships City of Para and Acapulco, on April 3rd and 7th, respectively. The Marines, under Major Charles Heywood, sailed on the former vessel and arrived at Aspinwall on the 10th. On the 11th Major Heywood and his battalion of Marines were despatched to Panama City (where General Aizpuru of the

Insurgents had retired after his defeat at Aspinwall), for the protection of United States interests, and to reinforce the American forces which had been landed from the Shenandoah. On the 8th of April this ship had landed her Marine Guard, under first Lieutenant Thomas N. Wood, 9 naval officers, an artillery company and 2 infantry companies of sailors, the whole under the direct command of Lieutenant-Commander Edwin Longnecker. This battalion, less the Marines and the artillery company, returned to the ship on the 13th, and on the 17th the Marines returned, but were landed again three days later to form a part of the force under Major Heywood. This duty was continued until the 30th, when the entire force from the Shenandoah returned to the ship.

Upon the arrival of the Acapulco, on April 15th, Commander B. H. McCalla was ordered to assume command of all forces ashore, and as the Expeditionary Force was considered to be of sufficient strength to cope with conditions on shore, detachments from the squadron were relieved and returned to their ships. On the 21st the headquarters were moved to Panama, due to the fact that the Insurgents had transferred their activities to that place, and it was feared they would destroy this city as they had Aspinwall. Conditions became so grave that, on the 24th, Commander McCalla called for the garrison stationed at Aspinwall, and the reserve battalion of Marines from the ships of the squadron. Upon the arrival of this additional force, the city was occupied, Aizpuru and his leaders were arrested, and detained until a stipulation was signed that fighting should not take place within the limits of the town. This stipulation was signed the following day, and the American forces were withdrawn to a position at the railroad depot.

Colonels Montoya and Reyes of the Colombian forces arrived on the 28th. The following day a conference took place between them, the chief of the Insurgents Aizpuru, and Rear Admiral Jouett, which resulted in the capitulation of the insurgent troops. This re-establishment of national authority rendered the presence of the American expeditionary force no longer necessary, and the greater part of it was withdrawn on May 16th and by the 25th the remainder was withdrawn and the entire force returned to the United States.

(1895)

Again, in the early part of this year, unrest and

revolutionary tendencies manifested themselves on the Isthmus of Panama. Due to this almost continuous state of insurrectionary disturbances, the United States kept men-of-war vessels in the adjacent waters, and within easy sailing distance of the Isthmus should their services be required for the protection of American interests. On March 7th, Captain Bartlett J. Cromwell, aboard the cruiser Atlanta, anchored in the harbor of Bocas del Toro, for the purpose of observing conditions, as fighting was in progress between government troops and some insurgent forces.

The following morning Captain Cromwell received a request to furnish an armed landing force for the protection of American lives and property. He granted this request, and selected a "Sergeant's Guard of Marines," together with a company of Bluejackets and a Gatling gun, under the command of Commander Edward D. Taussig, and despatched them ashore with instructions to protect the lives and property of foreigners. This uprising soon quieted, and the landing force was withdrawn the following day, the 9th, but the Atlanta remained in the vicinity for more than a month before leaving for other waters.

(1901)

Slightly over six years had elapsed since the last landing by American armed forces on the Isthmus before their presence was again required because of a new revolution, - or should one say: a new outbreak, of a continued revolution, occurred in this troubled area. Apparently Panama was determined to gain its independence regardless of the number of years it took or the number of revolutions necessary to gain that objective.

In the latter part of this year the Liberal and National troops were engaged in a fierce struggle for the supremacy of authority, in the matter of establishing the State of Panama as a separate republic. This conflict endangered the lives and property of all foreign residents. Great Britain and France despatched naval vessels to the area for the protection of their nationals. The United States also sent several vessels of the navy to the Isthmus for the same purpose. British interests were represented by H.M.S. Tribune, while those of France were in care of the Suchet. The interests of the United States were entrusted to the Iowa, Captain Thomas Perry; Concord, Com-

mander Gottfried Blocklinger; Marietta, Commander Francis H. Delano, and the Machias, Lieutenant Commander Nathan Sargent.

The British and French ships were at Aspinwall (Colon), as were also two of the American vessels, the Machias and Marietta, while the Concord and Iowa were on the opposite side, at Panama. The Marietta and Concord arrived on November 23rd, having been preceded by over a month by the other two ships. Captain Perry having consulted with the American Consul, Hezekiah A. Gudger, and other officials, concluded that a landing force was necessary to protect the interests of his Government. He therefore directed a battalion of Marines and seamen made ready and, at 3:40 p.m. the 24th, they left the ship and proceeded on this duty. The Marines of the Iowa were under the command of Captain Albert S. McLemore, with Second Lieutenant Edward A. Greene as second in command, while those of the other ships were in charge of noncommissioned officers. On the 25th the Concord also sent a battalion of Marines and seamen ashore, and both forces remained on this service until December 4th, when they were withdrawn.

While these landings were taking place at Panama, other landings were being made at Aspinwall (Colon), from the Machias and Marietta. These forces landed on the 26th, and their composition - Marines and sailors - was the same as the force landed at Panama. Captain Perry, after despatching the landing forces ashore at Panama, proceeded to Aspinwall and, on the 28th of November, held a conference aboard the Marietta, which was attended by the commanding officers of the English and French vessels, General Alban of the Colombian troops, and General de la Rosa of the Liberal army. At this conference it was agreed that the Liberal forces should demobilize, turn their arms over to the foreign naval authorities then present, and the city relinquished to General Alban's control. The transfer of authority took place the following day at 2:00 p.m. in the afternoon, and was accompanied by appropriate ceremonies.

During the time that the American landing forces were ashore, they furnished guards of Marines for all trains of the Panama Railroad crossing the Isthmus, the last guard being withdrawn at (by) 10:00 a.m. the 4th of December.

(1902)

The cessation of hostilities, brought about by Captain Perry in the previous November, was of short duration. Hardly six months had passed before the Liberal and Government forces were again engaged in open warfare. Commander Henry McCrea, in the Machias, was ordered from Santo Domingo to the Isthmus of Panama, where he arrived on the 12th of April, at Aspinwall. Here Commander McCrea visited the American Consul, David R. Hand, and the same evening proceeded to Bocas del Toro, arriving there the following day. The Liberal forces were quite active in this vicinity, and Commander McCrea despatched several messages to the commander of these forces relative to the protection of American interests. An attack on the town being momentarily expected, which if carried out would endanger the lives and property of Americans, a guard of two officers and 28 men were landed on the 16th to furnish the necessary protection.

Early the following morning heavy firing was heard from shoreward, and that evening a boat was despatched ashore containing Surgeon F.M. Bogan and others, to assist in carrying wounded Colombian soldiers, within the lines established by the American landing force, and the dressing of their wounds. During the same afternoon the Liberal commander requested Commander McCrea to communicate with the Government leaders, and if practicable arrange a capitulation for the Liberal forces. About 7:30 that evening the leaders of the opposing forces repaired aboard the Machias, and together with Commander McCrea drew up the necessary agreement for the cessation of hostilities. Early the next morning, the 18th, the Marines and a company of sailors were sent ashore to be present at the surrender of the Liberal forces, which was done in accordance with the agreement signed the previous day, and the landing force, with the exception of the Marines, were withdrawn, the latter remaining until the 19th before returning to their ship.

About mid-afternoon on the 19th, the Colombian gunboat Pinzon and the transport Marcellus, arrived, and it appeared that they were loaded with Government troops, under the command of General Gomez. He was informed of the negotiations entered into by the Liberal and Government forces ashore, and warned of the necessity of giving the required notice before beginning a bombardment of the town. As General Gomez did not order the Government ships to leave

the harbor, Commander McCrea deemed it advisable to send another force ashore as a precaution in case fighting should be renewed. Accordingly, a party of two officers and 28 men were again landed in the town shortly after noon of the 20th. About 5:00 p.m. the Colombian transport went alongside the dock, and disembarked her troops. The following morning, the 21st, the German steamer Hercynia arrived with additional Colombian troops, and they were landed at Old Bank. At the request of General Gomez, Commander McCrea sent his Marine Guard ashore on the evening of the 21st to guard foreign interests during the evacuation of the Liberal forces. This guard returned aboard the following morning.

On the 23rd Commander McCrea sailed for Aspinwall, where he remained until May 16th, when he received cable orders to return to Bocas del Toro. He sailed immediately and arrived at the latter place about noon the 17th. However, this new difficulty was straightened out without the landing of another armed force, and the Machias, after cruising along the coast and stopping at different places, sailed for Cape Haitien on July 23rd. Before she sailed, however, Commander William P. Potter, in the Ranger, had arrived at Panama. Conditions in this city remained quiet until the middle of September, when it was necessary to send a landing party ashore for protection of foreigners. This party was first landed on the 18th, but withdrawn each night thereafter until the 23rd, when they were entirely withdrawn.

Conditions at Aspinwall were by no means tranquil. Commander Thomas C. McLean, in the Cincinnati, arrived at the latter place on the 15th of September. He found conditions such as to require the landing of an armed force to protect American interests. This force was landed on the 17th, and part of it was diverted to guard the trains crossing the Isthmus, while the remainder protected lives and property in the city. It returned aboard each night, however, and went ashore each morning until the 21st.

In the meantime the Navy Department had ordered the Commandant of the Marine Corps to furnish an expeditionary battalion of his Corps for service in Panama. This battalion, organized under orders of September 11th, consisted of 16 officers and 325 enlisted men, under the command of Lieutenant-Colonel Benjamin R. Russell, U.S.M.C., sailed on the Panther the 14th, and arrived at Aspinwall

(Colon) on the 22nd. The following day the battalion was landed, and went into camp where they remained until November 16th. On this date a part of the battalion was withdrawn, and on the 18th the entire force returned aboard the Panther.

References: Eder, Colombia, 31-35; Sec. Navy An. Rep., 1873, 8; id., 1885, XV-XVII; Major-General Commandant An. Rep., 1902, 992-993; St. Dept. Archives; Navy Archives; Marine Corps Archives; Logs of St. Mary's, Pensacola, Tuscarora, Benicia, Tennessee, Alliance, Galena, Atlanta, Ranger, Concord, Marietta, Machias, Cincinnati and Panther.

(1871)

For several years American sailors, and others, who were shipwrecked in the waters adjacent to the shores of Corea, and who had been able to reach land, had been most foully dealt with by the natives. Many had been murdered outright, and others heinously treated in various ways.

These conditions became so serious that in the spring of this year the American Minister to China, Mr. Frederick F. Low, was instructed to arrange a convention with the Korean authorities for the protection of American citizens. To carry out this mission, Mr. Low enlisted the services of the Asiatic Fleet, commanded by Rear Admiral John Rodgers, which was then in the harbor of Nagasaka, Japan. Accordingly, Mr. Low boarded Rodger's flagship, the Colorado, and the squadron sailed for Korean waters. It arrived off the Salee River anchorage on May 21st. After an exchange of visits on the part of the Koreans and Americans, the former seemed satisfied that the mission was peaceful and friendly. During these visits the Admiral obtained consent to send a surveying party up the river to make soundings for the safety of commerce and navigation. Such a party was accordingly sent upon this mission; had proceeded well above the forts, and were engaged in making soundings, when suddenly and treacherously they were fired upon from the forts and the shore. The small vessels which had accompanied the party, hurried into action, drove the Koreans from their works, and rescued the surveyors.

The American Minister and the Admiral decided that this outrage should be explained, and a demand made for reparation. This decision was carried out, the Korean authorities notified, and a ten day period given for them to make reply. This period having passed with no reply from the Koreans, the American officials planned an attack upon the forts and citadel from which the outrage had been committed.

On the 10th of June the Monocacy and Palos, with four steam-launches, carrying a landing party of one battalion of Marines, commanded by Captain McLane Tilton, a brigade of seamen infantry, and seven field pieces, all under the command of Captain Homer C. Blake of the Alaska, proceeded up the Salee River to engage the forts. This little flotilla had not been underway long before the forts opened fire. This fire was of short duration, for the guns of the Monocacy and Palos quickly silenced them. Captain Tilton with his Marines, who were in the steam-launches, were cast loose and landed - followed immediately by the naval brigade. The landing was most difficult because of deep mud, scrub, and small arms firing from a redoubt on their

right flank. As the Marines advanced, the garrison of the fort fled, firing as they went, but with no effect. The Marines entered the fort, spiked the guns, and proceeded with its dismantling while waiting for the seamen to come up. When this work was finished, evening was far advanced, and an order was issued for the entire force to bivouac on a wooded hill for the night. Incidentally, this was the first time in history that a Western force had spent the night on Korean soil.

The following morning, the 11th, an advance was made on the second line of fortifications. The Marines again led the way. One-third assaulted the face of the works, the others being held in support. However, the assault was a bloodless one; the enemy having decamped, and possession was had without firing a shot. The fort was speedily dismantled, and the attention of the force was turned towards the citadel, which had been the chief offender in the earlier outrage.

This citadel was built upon the apex of a conical hill, some 150 feet high from the bottom of the ravine, through which the Marines had to pass to reach the fortification. The hill was very steep, the walls of the fort joined the acclivity with scarcely a break in the line, and had not the guns of the Monocacy and the howitzers on shore, shattered the walls, it would have been almost impossible for the Marines to scale them. Nothing seemed to be able to check the Marines and sailors; they swarmed over the parapet to come to hand-to-hand blows with the defenders, who were unyielding - giving no quarter and expecting none - and only when the last man fell did the conflict cease. The remaining forts made no resistance; the garrisons fled, and the conflict was over with complete success to American arms. The enemy's yellow cotton flag, with its large Chinese cabalistic character in the center, which flew over the fort, was captured by Private Hugh Purvis and Corporal Charles Brown, of the Marine guards of the Colorado and Alaska.

Commander Kimberly, who commanded the shore operations, in his report of the affair, says: "To Captain Tilton and his Marines belong the honor of first landing and last leaving the shore, in leading the advance on the march, in entering the forts, and in acting as skirmishers. Chose as the advance guard, on account of their steadiness and discipline, and looked to with confidence in case of difficulty, their whole behaviour on the march and in the assault proved that it was not misplaced."

On the morning of the 12th (June), after having occupied the field of battle for eighteen hours; capturing 480 pieces of ordnance, 50 flags among which was the flag of the generalissimo, inflicting casualties upon the enemy of about 250 killed and many wounded, the whole force returned to their respective ships. The Marine casualties were two: Private Dennis Harrigan killed, and Private Michael Owen wounded.

(1888)

The Korean "pot" continued to "boil," with an occasional outbreak which threatened foreign consulates, and foreign citizens and their property. One of these occurred in June of this year at Seoul, the capital. The American Minister deemed it serious enough to warrant an armed force to protect the interests of the United States. The Essex, Commandant Theodore F. Jewell, commanding, was moored in the harbor of Chemulpo and the Minister requested him to furnish a suitable guard, which he did. At 8:55 p.m. on the 19th (June), a landing force of 12 Marines and 13 sailors, with 1st Lieutenant Robert D. Wainwright of the Marines, Ensign Hoggatt and Lieutenant C. D. Galloway of the Navy, commanding, left the ship, marched to Seoul (25 miles) and reported to the American Minister as guard for the Consulate. This force remained on this duty until the 30th, at which time they returned to their ship.

(1894)

The war between China and Japan, which began on July 25th of this year, was the occasion for unrest and disturbed conditions in this country. In June, Rear Admiral McNair, commander-in-chief, Asiatic Fleet, sent the Baltimore to Corea to observe conditions, and to be near in case the American Minister should request assistance. On the 22nd of July the Japanese troops seized the palace and the king. The following day (23rd), the American Minister requested Captain Day, of the Baltimore, to send a guard to protect the consulate, missionaries, and other foreign residents of Seoul. Accordingly, Captain Day ordered Captain George F. Elliott of the Marines, to take charge of a detachment of two ensigns, an assistant surgeon, a paymaster's clerk, 21 Marines and 29 sailors and proceed to Seoul. It was intended to send this force by boat. However, there being no pilot available, Captain Elliott suggested that he be permitted to march, which was agreed to by Captain Day. Captain Elliott with the 21 Marines, only, left the ship

at 7:30 p.m. the 24th, and made a night march to the capital. The naval contingent of this force proceeded up the river in boats the next day, and reported to Captain Elliott upon arrival. Elliott's force remained at Seoul until the 26th of September, when it was relieved by a detachment of 18 Marines from the Concord, under command of Lieutenant Gill of the Navy. This latter force remained until October 29th, when it was withdrawn. On the 2nd of November, the Marine Guard of the Charleston, under 1st Lieutenant B. S. Neumann, U.S.M.C., landed and took the place of the guard from the Concord.

(1895)

The beginning of this year found the Marines from the Charleston still on duty at the American legation. They remained on this duty until March 25th. The Marines from the Detroit relieved them at this time; remaining until the 19th of June, when they returned to their ship. The Legation had no guard from that date until October 11th, when the Yorktown landed her guard. This detachment was withdrawn on November 30th, having been relieved by the Marines of the Machias the day before.

(1896)

The Machias' Marines continued their duty as guard for the American legation during the early part of this year, and were not withdrawn until April 3rd.

(1904)

In December of the previous year a detachment of Marines, under Captain Arthur J. Matthews, U.S.M.C., consisting of 2 other officers and 100 men, sailed from the Philippine Islands on the Zafiro for Corea. This force landed on January 5th this year, proceeded to Seoul, and established a guard at the American Legation.

(1905)

The guard established the previous year was continued until November 11th of this year, when it was transferred back to the Philippine Islands, joining the 1st Regiment of Marines at that place.

References: Collum's Hist. U.S. Marine Corps, 202, 310-313; Memo Solic. St. Dept., 59, 61, 63-64; Sec. Navy An. Rep., 1871, 27; id., 1888, xx-xxi; id., 1894, 523; Logs of Monocacy and Palos; Hamersly Gen. Reg., 100 Yrs., 76; Marine Corps Archives; Marine Corps Muster Rolls, Essex;

Log of Essex, June '88; World's Alm., 751; Marine Corps Muster Rolls, Baltimore and Concord; Log of Baltimore, July 1894; Major-General Commandant An. Rep., 1904, 1188-1189; Marine Corps Chronology; Marine Corps Muster Rolls.

(1906)

Before this little Island Republic was ten years old a revolution of considerable proportions was well underway. By the middle of this year its affairs were in a chaotic condition. The officials of the United States felt that there was a poor outlook for a change for the better, and that intervention was necessary to bring about order, protection to foreigners and the establishment of a stable regime to administer properly the affairs of government.

All preliminary steps having been completed, the Marine Headquarters was directed, on September 14th, to assemble three battalions of Marines for duty in the troubled area and, on the 25th of the same month, two additional battalions. The first three battalions sailed on the Tacoma, Newark and Minneapolis on September 16th, 17th and 18th, respectively. The additional two battalions sailed on the Prairie, Texas and Brooklyn on October 1st, 1st and 2nd respectively. The Dixie transported one company of four officers and 123 men from San Juan to Havana to complete the quota of the battalions. While this movement was in process, the Atlantic Fleet assembled its Marine guards (804 officers and men), aboard the Kentucky and Indiana on September 24th, and despatched them to Havana. This latter force, together with the five battalions mentioned before, gave a total strength of 97 officers and 2,795 men, which was organized into the First Provisional Brigade with Colonel L. W. T. Waller, U.S.M.C., commanding. This unit functioned under naval jurisdiction until November 1st. Prior to this date many of the Marine guards had been returned to their respective ships, or sent to stations in the United States. On November 1st the First Provisional Brigade was disbanded, the First Provisional Regiment formed therefrom, was detached for duty with the Army of Cuban Pacification under Army jurisdiction, and remained on such duty until January 23, 1909 when it returned to the United States.

President Theodore (Teddy) Roosevelt, in his message to Congress on December 3, 1906, wrote: "It was owing in large part to the General Board that the Navy was able at the outset to meet the Cuban crisis with such instant efficiency; ship after ship appearing on the shortest notice at any threatened point, while the Marine Corps in particular performed indispensable service."

(1912)

Just about three years after the withdrawal of the Army of Cuban Pacification this island showed distinct signs

of again breaking forth in revolution. With an idea of fore-stalling such an event if it had actually started, a force of Marines was ordered assembled and despatched to Cuban waters. Accordingly, a Provisional Brigade was formed under the command of Colonel Lincoln Karmany, consisting of the First Regiment, (Colonel Barnett), and Second Regiment, (Colonel Mahoney). The 1st Regiment sailed on the Prairie on May 23rd, while the 2nd Regiment was distributed on nine vessels of the Atlantic Fleet, (Georgia, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, Ohio, Rhode Island, and Washington), and sailed on the 26th, and 27th for Key West. The Rhode Island and Washington sailed from Key West and arrived at Havana on the 10th of June. The Georgia and New Jersey remained at Key West during the month of June, while the Minnesota, Mississippi, Nebraska, and Ohio sailed from that place to Guantanamo Bay, Cuba, and landed on the 8th of June. Some of this force served in the interior.

The 1st Regiment landed at Guantanamo Bay on the 28th of May, and a few days later was distributed at different points in the eastern end of the island. With the exception of a battalion of two companies (that remained at Guantanamo Bay), the entire Brigade was returned to the United States on July 9th, 24th, and August 5th.

(1917)

Conditions remained rather tranquil for nearly five years before another outbreak occurred. In February of this year the political conditions were so turbulent that landing of American troops was again found necessary. On March 1st the following ships of the Atlantic Fleet landed their Marine detachments at various places, mostly in Oriente Province: Connecticut, 1-19; Machias, 1-31 and April 1-11; Michigan, 1-3; Montana, 1-22; New York, 3-7; Olympia, 8-16 and 18-22; South Carolina, 3-4 and 7-16; Texas, 7-10. In addition to these detachments, the 24th Company stationed at the Naval Station, Guantanamo Bay, was in the interior from March 1st to 27th. In August of this same year, the 7th Regiment of Marines, under command of Colonel M.J. Shaw, was ordered to the Naval Station, Guantanamo Bay, and went into camp at Deer Point. On October 24th, this Regiment commenced to move into the interior of Cuba, where its different units were stationed at San Juan Hill, Bayamo, Camaguey, Guantanamo City, and San Luis, all in Oriente Province. The movement of this unit into the interior was not primarily for the suppression

of any revolutionary condition then existing, but was intended to have a beneficial effect toward minimizing the activities of agents of the Central powers who were known to be active in propaganda and sabotage operations. This regiment was withdrawn in August, 1919, with the exception of two companies which remained at Camaguey until February 15, 1922.

(1933)

In this year another upheaval took place in the political condition of this Island Republic. President Gerardo Machado was deposed and had to leave the country. However, the American Government decided to maintain a "hands-off" policy, and let the Cubans work out their own salvation. Ships of the United States Navy, with Marines aboard, were in close proximity to observe conditions, but did not make a landing.

References: Sec. Navy An. Rep; Major-General Commandant An. Rep; Marine Corps Muster Rolls; Marine Corps Archives.

(1800)

Every United States Marine should have indelibly impressed upon his mind a picture of the island which now contains the Dominican Republic, because the city of Puerto Plata (Port au Platte), in this republic is the birth-place of the history of the Landings, other than in time of war, of his Corps. Less than two years had elapsed since the reorganization of the Marine Corps before its personnel began to make this history, which was to be recorded in the pages of America's notable achievements. And Captain Daniel Carmick with his Marines of the frigate Constitution was the means employed to this end.

Commodore Silas Talbot, one of the first captains of the United States Navy, was cruising on the Santo Domingo Station in the early part of this year. During this cruise he conceived and carried out one of the most daring deeds ever recorded in the annals of the United States Navy - that of cutting out a valuable French letter of marque, which was then lying in the harbor of Puerto Plata under the protection of the guns of the forts. Until recently this vessel had been the British packet Sandwich, and she was thought to have a most valuable cargo aboard.

The frigate Constitution drew too much water for the enterprise and it was therefore necessary that a ship of less draft be found in order to carry out the Commodore's plan. An American sloop, the Sally, was located in the vicinity, and was impressed into service for the expedition. Captain Carmick and his Marines, together with a detachment of sailors from the Constitution, were embarked aboard the Sally, with Lieutenant Isaac Hull in command, and the force got underway.

The Sally, under Lieutenant Hull, sailed in broad daylight, into the harbor on May 12th, and found the Sandwich lying with her broadside bearing on the approach under the guns of a battery on shore to protect her. The determined party of Americans in the sloop, not in the least deterred by this formal array of armament, ran the Sandwich aboard, and carried her without the loss of a man. As soon as her capture was assured, Captain Carmick and his Marines, pulled to the shore, made a landing near the battery, captured it, spiked the guns, and then returned aboard the captured vessel before the enemy could summon reinforcements from the town. The attack had been so sudden and determined,

and the shore authorities were so awed by the audacity of the Americans, that they made but a feeble attempt to regain the vessel.

The landing party immediately set about preparing the captured vessel for sea but, owing to the absence of a sufficient breeze to make headway from the harbor, they were compelled to wait until the following morning, the 13th, before they could sail their ship, and the captured vessel out to sea, and safety. Thus was the first deed in the history of the Landings of United States Marines recorded.

(1903)

Political unrest and revolutionary disturbances, with frequent overturns of government, begun as early as 1808, had been continued through the succeeding years, and in this year the country was again in a political and social upheaval, which threatened the lives and property of all foreigners then within its boundaries.

The American Consul-General, Campbell L. Maxwell, being apprehensive for the safety of citizens of the United States, applied to Commander William H. Turner, of the Atlanta, then in Dominican waters, for a guard of Marines to be landed; to which the Commander readily agreed. First Lieutenant Richard G. McConnell was in command of the Marine detachment aboard the Atlanta, and he, together with 25 of his men, were detailed to proceed ashore to the American Consulate to insure its protection as well as the lives of foreigners. This force was landed on April 1st, and remained so employed until the 19th when it was withdrawn.

(1904)

The cause for the landing of United States forces in January and February had its inception in the latter part of the previous year. In September of that year, the Dominican Government announced its intention of establishing the neutrality of Dominican waters, and of making certain ports free, to the exclusion of others. To this Mr. Powell, the American Minister, made a strong protest, and the bill was withdrawn. In October, the American mail steamer Cherckee was stopped off Puerto Plata, and a permit to enter the harbor refused, but she ran the so-called blockade and discharged her cargo. In November a Clyde line steamer was fired upon by the Dominican cruiser Presidente, off Samana.

The insurrectionists apparently redoubled their efforts and on the 24th of November, the capital surrendered, and President Wos y Gil and his cabinet fled to a German warship for refuge. A provisional government was then established under the leadership of Carlos F. Morales, but this was no sooner established than a new revolution began, headed by a former president, Jiminez. Morales was not yet deposed, however. The revolutionists perpetrated numerous indignities upon Americans, destroying their property, killing of live stock, destroying sugar cane on American owned plantations, and intercepting vessels of the Clyde Line Steamship Company - notably, the case of the steamer New York at Monte Cristi. Conditions in and around Sosua and Puerto Plata were in such a serious state that Commander Albert C. Dillingham, in the Detroit, proceeded from Port of Spain, Trinidad, to the latter place to protect American citizens and their property. He arrived on January 1st and on the 3rd despatched a Marine detachment ashore to enforce a prohibition of fighting within a defined area containing United States citizens. Leaving this detachment on shore, he then proceeded to Sosua where he landed a detachment of ten men on the 7th, under Ensign Caffery to protect the American Consulate. In the afternoon of the same day he returned to Puerto Plata, withdrew the Marines which had been landed there on the 3rd, and again returned to Sosua.

The British Government had noted the apparent seriousness of the revolutionary movement in Santo Domingo and had despatched H.B.M.S. Pallas, under the command of Commander C. Hope Robertson as their representative at this place. Commanders Dillingham and Robertson collaborated in establishing protective zones against the operations of the opposing Dominican factions. On the 15th the Marine detachment which had been landed at Sosua on the 7th was withdrawn, and the Detroit proceeded to Puerto Plata. On the morning of the 17th the opposing forces engaged in a pitched battle causing the Jiminez soldiers to retreat to the fort, firing as they ran. In the meantime the Hartford had arrived to reinforce the Detroit, and upon this serious outbreak of firing, Commander Dillingham deemed it advisable to despatch a considerable force on shore for the protection of the lives of all foreign residents. Accordingly, the Marine Guard and a detachment of sailors were despatched early in the morning, while the Hartford "sent half of landing party ashore." About mid-afternoon this landing party returned to their respective ships, with the exception of the Marine Guard of the Detroit, which remained ashore to guard the American Consulate until the 23rd.

On the 1st of February an incident took place which decided the United States Government to despatch an armed

force to the Dominican Republic in order that adequate protection might be afforded its citizens. This affair was the firing upon and killing of a member of the crew (J.C. Johnston) of the launch from the auxiliary cruiser Yankee, then at Santo Domingo City, by the Revolutionary forces under Jiminez.

Captain Richard Wainwright, who was temporarily in command of the South Atlantic Squadron, was ordered to proceed to the troubled area, on the 8th of February, and he arrived at Santo Domingo City, aboard the Newark, on the 11th, finding that the Columbia had preceded him, having arrived on the 8th. Prior to the arrival of Captain Wainwright, Captain James M. Miller, of the Columbia, who was senior to Captain Wainwright, had sent an officer and a Marine sergeant ashore to confer with the insurgents relative to the entry of the Clyde Line steamer New York, into the harbor to discharge her cargo. This was on the 9th, and on the 11th, after the arrival of Captain Wainwright, the steamer New York stood in under convoy of the steam launch of the Columbia, and when near the dock the insurgents fired upon and struck the steamer several times; some of the bullets grazing the launch, which was flying the American flag.

This was a flagrant violation of an armistice which was supposed to be in force between the contending parties, and Captain Miller was apparently determined not to let such an incident pass without exacting redress for the insult to the American flag. A conference was held aboard the Columbia, and it was decided to shell the insurgents' position and then land Marines and bluejackets from both ships. Having informed the government authorities, and the American Charge' de Affaires of this intention, the Newark opened fire at 3:25 p.m., and ten minutes later the landing forces left for the shore. Each ship despatched one battalion of approximately 160 officers and men, including the Marines under the command of Captain Albert S. McLemore (Newark) and First Lieutenant Henry D.F. Long (Columbia), the whole force being under the direct command of the Executive Officer of the Columbia, Lieutenant-Commander James P. Parker.

The boats carrying this landing force had nearly reached the beach, when they were fired upon by the insurgent forces from shore, but no casualties were suffered. They pushed on, however, and landed at 4:30 p.m. When the

insurgents' fire was observed from the deck of the Columbia, orders were issued to open a bombardment on their position from the 4-inch guns, and the first shot was fired at 4:32 and was continued until 4:47. The fire from the Newark was continued until 5:00 p.m., when the bombardment ceased. The landing force returned to their respective ships between 9:00 and 10:00 that night.

(1916)

The de facto governments which had ruled the affairs of the republic since the last declaration of its independence in February 1844, and more particularly that under the leadership of Ulises Heureaux (1882-89), had borrowed from foreign governments until the finances were in such a state as to make the repayment of loans an impossibility unless the revenues received were controlled by some responsible party or foreign state. Under this state of affairs, and at the request of the Dominican government, the United States took over control of the Dominican finances in 1905.

Between the years of 1911 and the present, no fewer than six presidents held office for various periods of time. In the early part of this year, the Dominican government was in a state of collapse. General Arias, who was then Secretary of War, launched an insurrection against the government headed by Juan Isidro Jimenez, and a state of anarchy followed.

The contending forces were actively engaged in contending for the possession of the capital, Santo Domingo City, and the American Legation being in the direct line of fire, was struck several times by shells fired from the guns of these forces. Advices as to this state of affairs were furnished the State Department by the American Minister, William W. Russell, and the Navy Department, in turn, was requested to despatch a naval force to the troubled area to furnish protection for United States citizens.

Rear Admiral William B. Caperton, commanding the Cruiser Force, ordered the 6th and 9th companies of Marines from Haiti to the naval transport Prairie, despatched it to Santo Domingo City, and upon its arrival May 5th, these companies were landed. A little later this force was reinforced by the 1st, 4th, 5th, 13th, 14th, 19th, and 24th Marine companies, and Santo Domingo City was occupied. This caused the withdrawal of the forces under General Arias, who re-established his headquarters at Santiago in the interior.

Admiral Caperton requested the Navy Department to send an additional regiment of Marines, for service in conjunc-

tion with those already landed, in order to quickly put down the revolution and effect the pacification of the interior. The 4th Regiment of Marines, under Colonel Joseph H. Pendleton, ordered from San Diego, arrived at Monte Cristi and disembarked on June 21st. Marines from the New Jersey and Rhode Island had been landed previously at Puerto Plata, as well as some of the companies originally landed at Santo Domingo City, including the artillery battalion which landed at Monte Cristi.

When Colonel Pendleton arrived with the 4th Regiment, he was designated to command all forces ashore, and combining his force with the other Marine Companies and detachments then on shore, he was directed to start an expedition to the interior, capture Santiago (Arias' Headquarters), and in this manner bring about tranquil conditions. The Expedition started on its mission on the 26th, headed by Colonel Pendleton, himself. Before he reached his objective however, a peace commission had negotiated an agreement whereby the revolutionists would lay down their arms, and a provisional government would be organized. The expedition then advanced into Santiago without further opposition, entering the city on July 6th.

Every effort was made on the part of the American government to negotiate a treaty which would safeguard the tranquility of the Republic, and the performance of its established treaty obligations. These efforts met with failure. Consequently, the United States proclaimed a military occupation and military government in Santo Domingo from November 29th. This government was organized upon the usual plan - Foreign Relations, Finance, Public Works and Communications, Justice and Public Instruction, Agriculture and Immigration, and Interior (under which was the Department of War and Navy). The Department of Sanitation was subsequently established. The military government brought order out of chaos, and placed the government on a sound basis in all respects.

On October 21, 1923, a provisional government was installed, and all of the functions of civil government were delivered into its hands. The Military Governor was charged with the approval of expenditures not provided for in the budget, and the task of quelling disturbances when, in his opinion and in the opinion of the Provisional Government, the local constabulary was unable to cope with it.

Regular elections having been previously held, a constitutional government was inaugurated at 10:30 a.m. July 12, 1924; Fort Ozama was turned over to the new Govern-

ment in the afternoon, and the American forces commenced their withdrawal. This withdrawal was completed on September 17, 1924.

The Military Governorship was held, respectively, by Rear Admiral Harry S. Knapp, Rear Admiral Thomas Snowden, Rear Admiral Samuel S. Robison, and Brigadier General Harry Lee of the United States Marines, whose tenure of office was from December 5, 1922, to the withdrawal of all troops.

During the occupation the Marines were divided into detachments and placed at strategic places in order to put an end to banditry, which had grown to serious proportions due to the absence of civil government. This situation was soon under control. The American forces varied in strength from the 280 who first landed, to three regiments (3rd, 4th, and 15th) of approximately 3,000 officers and men. The Marines suffered casualties of 4 officers and 10 men killed, 1 officer and 1 man died of wounds, 3 officers and 51 men died of disease, 2 officers and 37 men died through accident, 2 officers and 29 men died due to other causes, and 5 officers and 50 men were wounded in action.

In October, 1917, a Guardia (or Constabulary) was organized, officered and trained by the Marines, and used extensively in subduing bandit activities throughout the island. Upon the withdrawal of the United States forces, this organization took over all police duties of the Republic under their own officers.

References: Cooper's Hist. Navy, I, 364; Collum's Hist. U.S. Marine Corps, 45; St. Dept. Archives; Marine Corps Archives; Navy Archives; Sec. Navy An. Rep., 1903, 1229; id., 1904, 540; id., 1916, 764-765; The Dom. Rep., Conf. Reg. No. 167, Navy Dept; Logs of Atlanta, Detroit, Newark, and Columbia.

(1841)

In the early spring of this year Lieutenant William L. Hudson, commanding the Peacock of the Wilkes Exploring Expedition, was surveying in the vicinity of this island. A member of his crew had related the narrative of a vessel which had been wrecked on this Island some time previously, her captain and crew massacred, the vessel plundered of everything of value, but that the wife and child of the captain were saved, and were supposed to be living on the island. This individual also stated that he had been a member of the crew of another ship which had endeavored, without success, to rescue the woman and child, and that the facts were contained in a journal kept on board this vessel. (Note. An entry in the log of the Peacock is as follows: "(the journal is on board).").

Apparently Lieutenant Hudson was quite satisfied as to the authenticity of this account, for he brought his ship to anchor, on April 6th, about four and one-half miles from the town of Utirod (where the catastrophe was supposed to have occurred), armed four boats, under Lieutenant Perry, and together with "the Scientific Corps, two or three other officers" and himself made a landing the object of which was "to make some observations on the Dip and Intensity as well as determine the Lat & Long - also to give the Scientific Gents an opportunity of gathering such information as might be picked up - and to ascertain if there lives or had lived on the Island a White Woman said to have been taken from a vessel some time since - which vessel was wrecked on the reef off the NW pt and all on board massacred excepting the Capt's wife & child."

Upon reaching the beach, Lieutenant Hudson and party were met by a great number of natives, "old and young - males & Females who cordially took us by the hand and lead (led) us to the Town house - situated near the water." Inquiries were made "about the woman" but no information could be obtained. They did learn, however, that a vessel had been wrecked, and in some of the huts "parts of the vessel was found." Many of the houses were closed to the Americans, and no amount of persuasion on their part could induce the natives to open them. There seemed to be "a visible mystery in the whole affair."

After several hours rambling about the town, and with the approach of evening, the American party returned to the Peacock, informing the natives they would reappear the following day. Apparently Lieutenant Hudson was not ready to acknowledge defeat in the finding of the white woman. About 3:00 p.m. the 7th, he in his gig, accompanied by four armed boats, paid another visit to the village. He and his

party remained ashore for about four hours, when he decided to return to his ship. Upon reaching his boats he found that one of his party, "Jno Anderson", was missing, and it was feared that he had been decoyed away and massacred by the natives. Before the party left the shore, a diligent search was made and a reward offered, but the natives took no notice. Instead, they exhibited every sign of hostility. Many having armed themselves, they began to collect around the Americans with the evident intention of "taking the boats." As the boats shoved off from shore, the natives began to stone them, at the same time brandishing their spears and swords in the air.

Lieutenant Hudson waited for two days, but Anderson did not return, and the fears previously entertained now seemed a certainty - Anderson must have been foully murdered. The Lieutenant decided to attack the town and administer condign punishment for the outrage upon the member of his crew. Having a Marine Guard at his disposal, he selected the Marines, and members of his crew, to the number of about 80 men, armed and equipped them, divided them into three units under the "command of Walker," (undoubtedly Lieut. Wm. M. Walker), and at daylight the 9th (April), were ready to land. The schooner Flying Fish, which had arrived the day before, was ordered inshore to cover the party in the boats, seven in number, as a haven for the landing party should they be driven back by the natives. The landing party had not proceeded far before they perceived about "6 or 800" natives collected on or near the beach, brandishing their weapons, at the same time going through a war dance, and beckoning the comparatively small party of Americans onward with the evident intention of concluding forthwith the coming battle between the unequal forces. The determined Americans pushed on notwithstanding, and when within a few yards of the shore laid on their oars and demanded the surrender of Anderson. The natives paid little or no heed to the demand, but instead began to wade out into the water with the apparent intention of surrounding the boats of the landing party. Seeing this, Lieutenant Walker ordered a retreat for a short distance and then fired a "Rocket" into the midst of the milling crowd of natives on shore. This unlooked-for method of combat so terrified them that they immediately "fled to the Bush." However, their terror was of short duration, for they soon began to return from all quarters with heightened fury, and fanatic cries of rage. The boats now advanced to within "pistol shot" and fired a volley of musketry into the mob. Several were seen to fall, apparently wounded, when all others save one, who appeared to be the chief and who was covered "with armour," fled in much disorder, followed by additional volleys from the muskets of the Marines and sailors. The party now landed, and im-

mediately set about the destruction of the village. The "Town house" received first consideration, and it was soon enveloped in flames. Other parts of the town were then set afire and, caught by a stiff breeze, the flames spread rapidly until every hut was being consumed by the conflagration, and in less than two hours the whole village of some 300 houses had been reduced to ashes.

The destruction of the first village having been accomplished the landing party turned to the next - Aita. This received the same fate as the first, and, it, too, was soon consumed by flames. Neither Anderson, nor the "White Woman" and child, had been found, so the Americans lingered in an endeavor to obtain some information as to their ultimate fate. In this, however, they were destined to disappointment, and were compelled to retrace their steps with the mystery still unsolved. Believing that nothing more could be accomplished by remaining longer on the island, Lieutenant Walker ordered a return to the boats, regaining which they repaired aboard the Peacock, and the two American vessels took their departure from the ill-fated Island.

Reference: Log of Peacock.

(1882)

Admiral Seymour, of the British Navy, bombarded the forts and city of Alexandria on July 11th of this year. Prior to this time, Rear Admiral Nicholson, of the American Navy, had received orders to proceed to that place to observe conditions and, if necessary, take such action as might be needed for the protection of American interests. He arrived in his flagship, the Lancaster, on the 27th of June, and was later joined by the Quinnebaug and Nipsic on July 1st and 12th, respectively.

As a consequence of the bombardment by the British the city was in a state of anarchy; murder, fire, pillage and rapine reigned, foreigners being the particular object for the visitation of these outrages. Admiral Nicholson decided that for humanity's sake, some action on his part was necessary. He consulted with the British Admiral on the 14th and, upon his return to the Lancaster, issued orders for a landing party. Accordingly 73 Marines, officers and men, from the three American ships, under Captain Henry C. Cochrane and Lieutenants L.W.T. Waller and Frank L. Denny, augmented by 57 sailors, officers and men, were despatched ashore to assist in restoring order, prevent further destruction, fight the fire that was raging, re-establish the American consulate, and look after American interests in general.

The Marines were the first foreign troops to enter Alexandria after the bombardment. The British soon followed with a force of about 4,000, under command of Captain Fisher. Other foreign troops followed soon after the American and British landings.

Admiral Nicholson opened his ships as a shelter for refugees during the bombardment and for some time thereafter. This offer was promptly accepted, and men, women and children of all walks of life, were administered to be the American men-o-wars-men. This kind and friendly act was not soon forgotten.

Conditions so improved ashore that the sailors were returned to their respective ships on the 15th, and by the 20th all of the Marines had returned, except a detail from the Quinnebaug, under Lieutenant Denny, which remained until the 24th. The Lancaster and Nipsic departed on the 20th of July, and the Quinnebaug on the 29th of August.

References: Collum's Hist. U.S. Marine Corps, 232-234;  
Marine Corps Archives; Navy Archives; Logs of Lancaster,  
Quinnebaug and Nipsic.

(1831)

For several years sealing around these islands had been a profitable trade. American sealers, like those of other countries, had been engaged in this enterprize for some time. During the latter part of this year the American schooners Breakwater, Harriet, and Superior, were so employed when seized by Luis Vernet, the political and military governor of the islands. This act was referred to by President Andrew Jackson in his annual message to Congress of December 6, 1831, as "a band acting, as they pretend, under the authority of the Government of Buenos Ayres," and recommended the adoption of measures "for providing a force adequate to the complete protection of our fellow-citizens fishing and trading in those seas."

It was quite evident that Congress approved of the President's recommendation, inasmuch as the sloop Lexington, under Commander Silas Duncan, was ordered from Buenos Ayres to the Falklands to release these American schooners. Commander Duncan arrived off Berkley Sound on the morning of December 28th, and at 12:15 p.m. came to anchor in the Sound, (having taken in tow a small schooner a short way from the entrance), where he remained apparently inactive until January 1, 1832.

(1832)

Early in the morning of the first day of the year, he stood in for the port of St. Louis and came to anchor at 11:30 a.m. Just prior to anchoring, he sent a landing party of two officers and fifteen men, (presumably Marines), ashore in the commandeered schooner to confer with the authorities, and, at 11:45, another party, well armed, in two boats, to augment the first. The three schooners were finally liberated, and permitted to proceed.

Practically all of the American citizens in the islands desired to leave, and Commander Duncan agreed to give them passage to Montevideo in the Lexington. While they were preparing for their departure, he sent a guard of 12 Marines ashore to protect their property, and to assist them in their preparations for the voyage. This guard returned at noon the following day, but a smaller guard went ashore each day until the 5th. On the 21st those Americans who wished to leave the Island came aboard the Lexington, and were made as comfortable as conditions on board a man of war would permit. The following day this party, consisting of 20 men, 8 women and 10 children sailed on board the Lexington for their native land.

References: Moore's Int. Law Dig., I, 298-299; Log of Lexington; Marine Corps Archives; Sec. Navy An. Rep., 1831, 5, 253.

(1840)

For some time prior to this year, the United States government had been considering an expedition to the South Seas, in the interests of science, commerce and navigation. Especially anxious were they to determine the existence, and accurate location, of doubtful islands and shoals which were thought to be in the track of American trading vessels plying the Pacific.

In furtherance of this plan Congress authorized a small squadron of vessels of the navy to be used for this purpose. The Navy Department selected Lieutenant Charles Wilkes to head the expedition, and designated the sloops of war Vincennes and Peacock, the brig Porpoise, the storeship Relief and the tenders Flying-Fish and Sea-Gull, to comprise the squadron, and issued instructions for the expedition on August 11, 1838. Preliminary preparations having been made the corps of scientific men repaired aboard, and everything else being in readiness, the squadron sailed from Hampton Roads on August 19th. About mid-summer of the following year (1839), the expedition arrived in the Southern Archipelago, and one of the first steps taken by Commander Wilkes was to persuade the principal chiefs of the islands to enter into a form of treaty by the promulgation of certain Regulations for the conduct of both parties in future commercial relations. These negotiations were successful, and a set of "Commercial Regulations" were drawn up and signed by Commander Wilkes and the principal Chiefs of the Islands of Samoa and Feejee; those for the latter were signed on June 10, 1840.

These Regulations, however, were either not understood by the natives, or else they chose to disregard them, for on July 12th an incident took place in violation of the Regulations, which necessitated the use of force to obtain redress. On the morning of the 12th a surveying party in the Launch and First Cutter of the Vincennes under Lieutenant Perry were compelled to put into Sualib Bay for shelter during a sudden squall. As soon as the storm was over, the party started to beat out to sea again but, in doing so, the rudder of the Cutter was damaged and she drifted on the reef. The Launch, being farther out, was not endangered. No sooner was the damaged boat grounded than she was surrounded by a large number of natives, who manifested hostile dispositions against the Americans. Recourse to arms was out of the question, due to the fact that everything in the boat was drenched during the storm. They were obliged to abandon her, taking only the surveying instruments, and repairing to the Launch for their own safety. The natives now dragged the Cutter up on the beach, and stripped her of everything of value. But for the fact that

the Launch had two native chiefs aboard as pilots, the crew of the Cutter might have fared much worse at the hands of the hostile mob.

The Launch, with the rescued crew of the Cutter aboard, returned to the Vincennes about noon, and reported the facts of the affair to Lieutenant Wilkes, who decided to avenge this outrage immediately. He took the Flying-Fish with ten pulling boats, loaded them with the Marines from the two ships (Vincennes and Peacock), and a detachment of sailors, and proceeded to the scene of the mishap of the cutter. They entered the Bay, landed the force, and marched to the village, the inhabitants although unusually well supplied with firearms, offering no resistance. The town, consisting of about sixty huts of flimsy construction, was fired and burnt to the ground, as a lesson to the savages. This accomplished, the force returned to their ships. Later in the same month, however, it was again necessary for Lieutenant Wilkes to avenge a more serious outrage against the Americans - that of the murder of Lieutenant Joseph A. Underwood, and Midshipman Wilkes Henry, nephew of Lieutenant Wilkes.

On the 23rd of July the surveying party under Lieutenant James Alden, with Lieutenant Underwood and Midshipman Henry, was at work near the island of Malolo and, as Lieutenant Underwood desired to signal the Porpoise, he went ashore to a high peak to look for her. He was soon recalled, in consequence of some suspicious movements among the natives, bringing a native boy as hostage. The following morning, the 24th, he again landed for the purpose of procuring provisions. The natives were reluctant about trading, so he remained on shore some length of time in unsuccessful attempts at negotiation. In the mean time Midshipman Henry had joined the rest of the American party on shore. The natives began to collect in large numbers, and manifested intentions of attacking the Americans. Seeing this, Underwood ordered a retreat to the boat. At the same time the native hostage jumped from the boat, made for the shore, and escaped. Simultaneously the report of firearms was heard ashore, by the party which had remained in the boat. They believed this indicated that Lieutenant Underwood was in trouble, so they pushed for the land, and as soon as their firearms bore effectively, the savages disappeared in hasty retreat. When they had reached the beach they found one seaman badly wounded, and Lieutenant Underwood and Midshipman Henry lying prostrate on the ground, the latter two expiring a few moments later. The bodies of the two officers and the wounded seaman were carried to the boat, and the whole party returned to the Flying-Fish a few miles distant.

Lieutenant Wilkes was aboard the last named vessel, and had the Porpoise in company. When he was advised of this unprovoked massacre he determined to make it his business to see that stern retribution be visited upon the natives of the island. Accordingly, he selected a force of Marines and sailors to patrol in boats around the island to prevent the escape of any of the natives until he had attended to the sad duty of laying to rest the remains of the unfortunate officer, Lieutenant Underwood and Midshipman Henry, which was done on the 25th. The natives made several attempts to escape, but the Americans drove them back each time "at the point of the bayonet."

There were two villages on the island - Sualib, on the southern end, and Arro on the opposite end. Lieutenant Wilkes planned to send a landing party of Marines and sailors, under Lieutenant Cadwalader Ringgold, to attack Sualib while he, himself, would remain with the boats, prevent the natives from escaping, proceed to Arro, and cooperate with the shore party in the attack and capture of this village. On the 26th this plan was carried into execution. The party under Lieutenant Ringgold, numbering about 70 officers, Marines and sailors, landed on the southeast point of the island, destroyed the plantations in their course, and crossing over the high land finally came in sight of Sualib, their first objective. Here the natives had assembled with the evident intention to defend themselves by all means possible. Their preparation and position was not to be despised, even by disciplined troops. The town was surrounded by a strong stockade of cocoanut trees, on the outside of which was a wide ditch filled with water, and on the inside a dry ditch, in which the natives were entrenched.

As soon as the Americans came within effective rifle fire of the stockade, they opened a sharp attack for about fifteen minutes, during which a chief and six of the savages were killed, and the houses within fired by a rocket. The natives, apparently terrified by the conflagration among their huts, began to escape through a gate, leading toward the sea, in utmost consternation and confusion. A few of the American party were wounded, but only one severely. Lieutenant Ringgold and his party finished the destruction of the village, and then proceeded across the island to Arro. Upon reaching this place, however, he found that Lieutenant Wilkes, with his own party in the boats, had preceded him and, meeting no resistance, had completely destroyed the village. The next day the whole force from

the vessels assembled on a hill, and received a large delegation who came to sue for pardon for the crime they had committed in murdering the American officers. Lieutenant Wilkes now believed that the natives would henceforth respect all people of the White race, who might by accident or otherwise happen to be in their domain. The punishment administered was severe, but, in his opinion, merited by the circumstances.

(1855)

For about fifteen years after the occurrences above related, the Feejee Islanders kept fresh in the memory the lesson taught them by Lieutenant Wilkes. However, being natives of a tropical climate, and subject to the inertia usually attributed to such inhabitants, the effects of the lesson so administered finally waned and disappeared.

In the summer of this year the American sloop of war John Adams, under command of Commander Edward B. Boutwell, was cruising about the south Pacific islands on her regular mission, that of protecting American interests. While she was at Samoa, Commander Boutwell received instructions to proceed to the Feejee group, to seek reparations for various wrongs inflicted upon Americans residing at the islands, and upon shipwrecked seamen. These instructions he immediately proceeded to execute. On the 12th of September he arrived at the Island of Nukulau, made a landing with Marines (under Lieutenant John L. Broome) and sailors, (in two boats, including a boat howitzer), made a circuit of the island, and then returned to the ship. He next visited Rewa, Island of Viti Levu, where he remained until the 26th. While here (on the 22nd), Commander Boutwell sent an armed party to Bau, in two boats, for the purpose of securing the person of Tui Viti, King of Feejee, to persuade him to sign a treaty promising to pay certain sums of money due American citizens for loss and destruction of their property. Late in the afternoon the boats returned, bringing the king with them, and accompanied by about 300 natives in canoes, which were moored to the stern of the vessel. Apparently the king was kept aboard the sloop until the 25th, for on that date, having signed the treaty in the meantime, he was permitted to return to his village.

The American Consul, Mr. John B. Williams, paid a visit to Commander Boutwell on the 16th, remained aboard over night, and left for shore the next morning, receiving a salute of 9 guns upon leaving the John Adams. On the 20th, the Commander, who was apparently in need of fresh meat, "sent party on the Island to cut wood, and to shoot a bullock."

On the morning of the 25th (September), the sloop sailed for Levuka Harbor, Island of Ovalau, arriving there early the next morning. She remained here until October 27th, when she returned to the Bay of Luva, Viti Levu, at which place she arrived at 5:00 p.m. the same date. It seems that Chief Tui Viti (king) had not kept his promise, and it was therefore necessary for Commander Boutwell to resort to additional means to revivify what he had so sadly neglected. The following afternoon (28th), the 2nd and 3rd cutters were fully armed, under the command of Lieutenant Benjamin F. Shattuck, left the ship, and proceeded toward the town of Namula. About an hour later the cutters were followed by the Launch, under Acting Master Badger, who was accompanied by several other officers "and Consul Williams", and proceeded to the town of Vutia.

The launch returned to the ship at 4:30 p.m. the following day, the 29th, having "burnt" the town of Vutia, but the time that the cutters returned is not stated. However, it was prior to 9:00 a.m. of the 30th, for at that hour they left the ship on another mission to the town of Lassalassa. Soon after this reinforcements were sent to their assistance from the ship, as that force was heavily engaged with the natives. This landing force of Marines and sailors was under the direct command of Lieutenant Louis C. Sartori, and remained on shore until shortly after 4:00 p.m. the 31st. The party had roundly chastized the natives, and burned two of their villages, but not, however, without loss to themselves, for Landsman Charles Lockwood had been killed, and Corporal John Johnson, of the Marines, and Charles Beck were wounded.

Believing that the natives had been taught a lesson to be remembered, and conditions having settled to normal, the Commander took his departure on November 4th.

(1858)

Conditions in this group of islands remained tranquil for the next three years, when it became necessary to administer another chastizement to the natives, for outrages perpetrated against American citizens. Sometime during the middle of the year, two American citizens had been murdered on the Island of Waya (Waia), while following the pursuits of legitimate trade. This information came to the attention of Commander Arthur Sinclair, of the sloop Vandalia, which was then at Lavuka (Lavouka), Island of Ovalou. The American schooner Mechanic (under charter by the United States), being also in the harbor, the Commander, having planned an expedition to Waya, decided to use her instead of his own vessel, owing to the difference in the draught of the two ships.

The Mechanic was prepared in all respects for the trip, a landing force of 10 Marines under Lieutenant Alan Ramsay, together with 4 Naval officers and 40 sailors, all under the command of Lieutenant C.H.B. Caldwell, sailed for Waya on the 6th of October. Lieutenant Caldwell, upon arrival at his destination, made a demand for the perpetrators of the murders but the chief defiantly refused, and assumed a very hostile attitude toward the American party. When the Lieutenant found that diplomacy was of no avail he determined to force compliance by other methods.

While the diplomatic negotiations were in progress some 300 native warriors gathered in the neighborhood, and things looked serious for the small party of Americans. However, this show of hostility by a much superior force of savages did not daunt the spirit of the little party from the Mechanic, who were determined to avenge the murder of their countrymen at all costs. A fierce conflict between the contending forces ensued, but was concluded eventually by the natives making a hasty retreat. Lieutenant Caldwell and his party remained on the Island for about ten days - returning to the Vandalia on the 16th. His mission had been accomplished without casualties to the Americans.

References: Logs of Vincennes, John Adams, Vandalia and Peacock; St. Dept. Archives; Memo Solic. St. Dept., 56; Collum's Hist. U.S. Marine Corps, 110-111; Hamersly, Gen. Reg., 100 Years, for names of officers; Marine Corps Archives; Marine Corps Muster Rolls; Navy Archives; Cooper's Hist. Navy, 45-47.

ONE HUNDRED EIGHTY LANDINGS OF UNITED STATES MARINES

1800 - 1934

A BRIEF HISTORY IN TWO PARTS

PART TWO

By

CAPTAIN HARRY ALANSON ELLSWORTH, U. S. MARINE CORPS

OFFICER IN CHARGE, HISTORICAL SECTION

FIRST EDITION

1934

(FORMOSA to URUGUAY)

