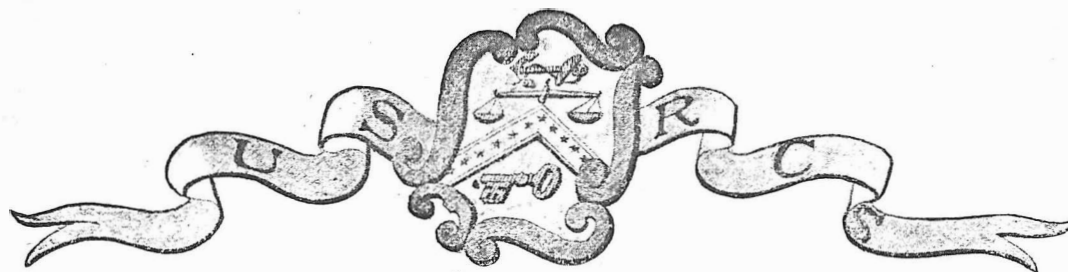


"Twice only. He wrote me shortly after he returned that he had settled down to respectability, and that it was not so distasteful as it appeared from a distance. Lee, however, had disappeared. He couldn't stand the strain, and had gone back to the West with a new outfit and plenty of money from the grateful father. And once I received a paper and letter—the paper an-

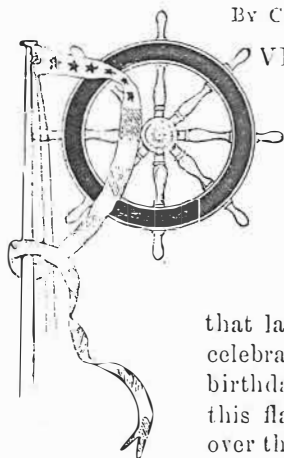
nouncing my hero's approaching marriage to a beautiful and wealthy woman whom, in the letter, he said he had won as Othello did Desdemona, with his 'strange tales.' Since then I have heard nothing, but the sequel isn't hard to guess. We don't write our friends of respectability and good citizenship and able financiering, etc. That, as the French say, goes of itself."



COAT OF ARMS OF THE UNITED STATES REVENUE CUTTER SERVICE.

## THE UNITED STATES REVENUE CUTTER FLAG.

BY CAPTAIN H. D. SMITH, UNITED STATES REVENUE CUTTER SERVICE.



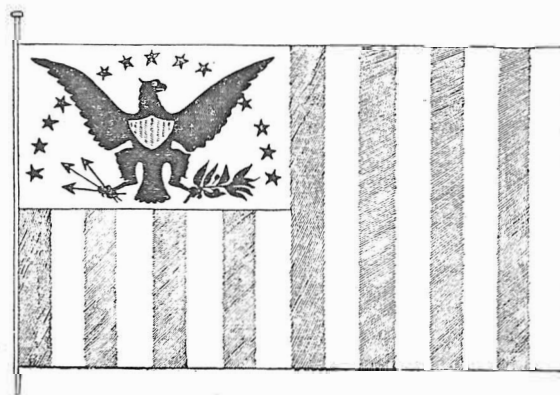
U. S. REVENUE  
PENNANT.

VER the customhouses of the United States floats an ensign bearing sixteen perpendicular stripes, with the national coat of arms emblazoned in blue on a white field, a handsome and symmetrical banner that lacks but a few years of celebrating its one hundredth birthday. In point of antiquity this flag can claim precedence over the meteor symbol of Great Britain established in 1801; the present flag of Portugal established in 1830; the flag of the Empire of Germany adopted in 1870; the Italian tricolor established in 1848; the Swedish-Norwegian ensign; the recent flags of the old Empires of China and Japan, and the Republic of Brazil.

The flag has a history, and an eventful one; the deeds achieved under its rustling folds having been chronicled from Maine to Texas, and from the gleaming portals of the Golden Gate to the barren, forbidding shores of the mysterious Arctic.

The perpendicular stripes and pure white union, with pennant to correspond, were specially designed for the purpose of distinguishing revenue

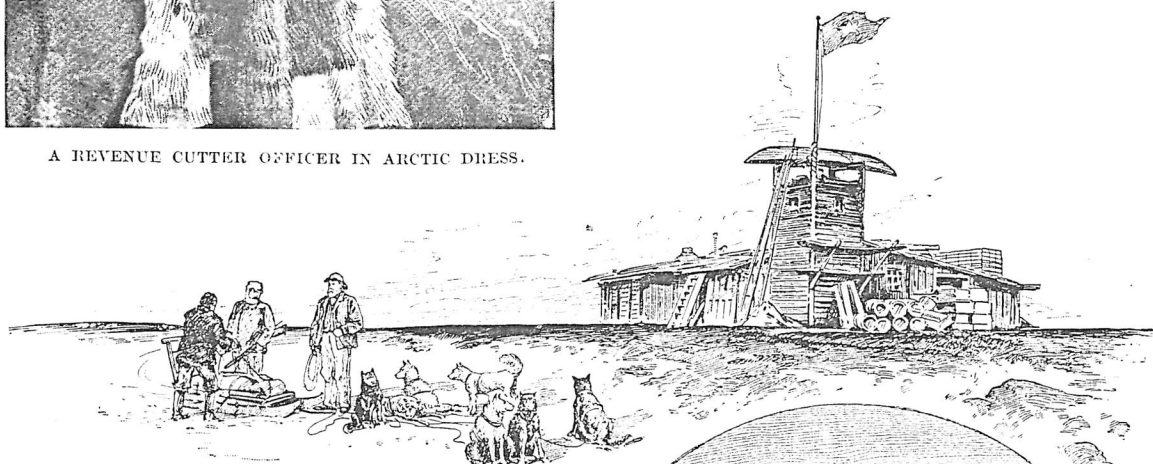
cutters from all other types of government cruisers. The emblazonry embracing the coat of arms of the United States was sanctioned by Congress, March 2d, 1799, and dignified by the President of the United States' approval on the same day. Clothed with special powers extending over four marine leagues from the coast line, with a penalty of one hundred dollars for its use and display by those unauthorized to act under its stripes; empowered to enforce its demands through the convincing arguments of powder, followed by shot or shell, should occasion demand, this flag with the thirteen stars and sixteen stripes was created, not for the purpose of designating locations of customhouses, but to



U. S. REVENUE FLAG.



A REVENUE CUTTER OFFICER IN ARCTIC DRESS.



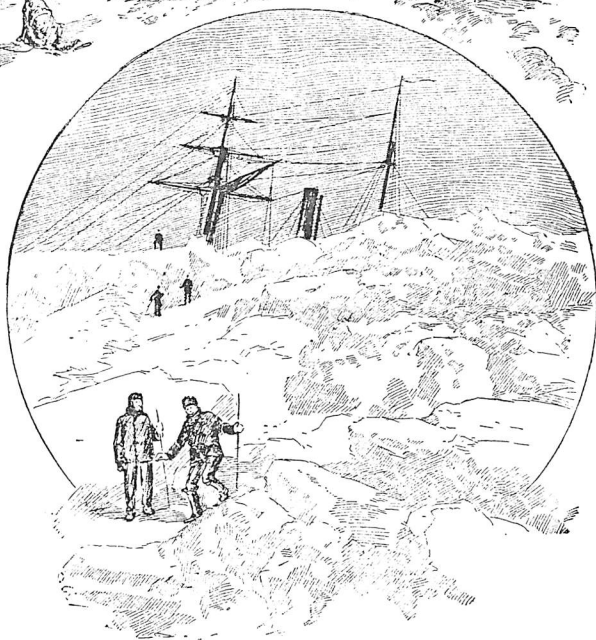
WHALING STATION, POINT BARROW.

emphasize the character and duties of the Treasury cruiser.

History in general has failed to appreciate the value of symbols, which have given ascendancy to party, and led armies to victory with more certainty and dispatch than all the combination of tactics and the most disinterested valor. The revenue cutter ensign forms no exception to the general indifference concerning national banners. Its special features and character have been obscured from the use made of its perpendicular stripes on shore, until the colors, that should have been maintained as the cutter emblem of authority, have become indistinct and shadowy under the appellation of "customs or revenue flag."

Barons were usually created on a battlefield, when the candidate presented his pennant to the king or general, who cut off the train of it, and thus making it square, returned it to him as the symbol of his increased rank. From these customs may be traced the *coach* whip and broad *pennants* worn by commanding officers of ships, and of commodores, and the square flags of the admirals of our own and foreign navies.

When Van Tromp, the Dutch admiral, hoisted a broom at his masthead, to indicate his intention to sweep the English from the sea, the English admiral hoisted a horsewhip, indicating his intention to chastise the insolent Dutchman. Ever since that time the narrow or coach-whip pennant, symbolizing the original horsewhip, has been the distinctive mark of a vessel of war, adopted by all nations. This pennant is not regarded as an emblem of rank, but as significant



U. S. REVENUE CUTTER "CORWIN" FAST IN THE ICE.

of command, and that the vessel is of a public character.

The Continental frigate *Alliance* was sold at Philadelphia, June 3d, 1785, leaving the United States absolutely without a national vessel of any description. In the spring and summer of 1791 ten little revenue cutters were launched, bearing the *stars and stripes and pennant* corresponding, forming the only armed vessels controlled by the government. As a means of conveyance and communication along the then unfrequented coast line the cutters were frequently brought into requisition by the highest dignitaries of the land, preferring a trip by sea to the delays common to lumbering coaches and jolting post roads.

President Washington, on one occasion, embarked on the cutter *Virginia*, commanded by the brave Richard Taylor, who, in return for the valor exhibited in many an encounter with the enemy during the Revolutionary struggle, had been personally selected and commissioned by the President for the revenue cutter service. Embarking at Norfolk, the President, amid the cheers of the populace, acknowledged the honors paid him both afloat and ashore, while the cutter, looking her best, swept onward, bearing the distinguished chieftain to his mansion at Mount Vernon.

On another occasion the cutter *Active* sailed from Washington for New York, having on board George Clinton, Vice President of the United States. On the 29th of June, 1807, at four o'clock in the afternoon, when abreast of the Capes of Virginia, a squadron of British men-of-war, under command of Commodore Douglass, lying at anchor, was sighted. The ensign and pennant of the cutter was plainly visible, but the fact did not deter a shot being fired from the flagship, followed by the manning of a large barge, mounting in its bows a swivel. The boat pulled rapidly toward the cutter, and requesting the Vice President to step below, the commander of the *Active* cleared for action. As the smoke from the light guns drifted away it revealed the boat's crew in disorder, who contented themselves with discharging the contents of the swivel. A few shots followed from the nearest man-of-war, but with a freshening breeze the cutter continued her course, escaping all damage.

On July 10th, 1797, the frigate *United States* was launched, marking the foundation proper of the United States Navy, and rendered necessary by the threatened war cloud with France. The force afloat was rapidly augmented, embracing several revenue cutters, all sailing under the ensign and pennant of the United States.

This continued until 1799, giving rise to much

complaint and confusion amongst merchantmen, who found it impossible to distinguish between the light-armed cruisers of the navy and vessels of similar proportions and appearance under the jurisdiction of the Treasury Department. As cutters are empowered by law to fire on vessels refusing or neglecting to stop or heave to, Congress, to solve the growing difficulty, passed an act, March 2d, 1799, authorizing revenue cutters to be distinguished from all other vessels by a special ensign and pennant. The President authorized, and Secretary Wolcott designed, "an ensign and pennant, consisting of sixteen perpendicular stripes, alternate red and white, the union of the ensign to be the arms of the United States, in dark blue on a white field," and from that day the ensign has never undergone a change. The stripes represent the number of States admitted to the Union when the flag was adopted. In 1871 thirteen stars on a white field were substituted for the eagle in the union of the pennant.

On August 1st, 1799, Secretary Wolcott issued his instructions to the commanding officers of the several cutters to replace the stars and stripes with the newly devised flag, and from the mast-head of the Baltimore cutter *Active* the ensign of the service was first displayed. This vessel was commanded by David Porter, grandfather to the late admiral, 'an old veteran of the Continental Navy, who loved a fight as some men love a feast, and to whom the sight of a sail at any time, which presented the hopes of an enemy, gave his blood and spirits a glow of delight.

Anticipating the law of Congress passed in the following March, Captain Porter had utilized an American ensign, transferred the stripes, replaced the blue with a white union, and painted on the coat of arms.

The supply of bunting was limited, the material being only obtainable from England, and in some instances Secretary Wolcott's order was carried out by utilizing strips of red and white cloth with cotton for unions.

The first reliable bunting made in this country emanated from the United States Bunting Company at Lowell, Mass., in which the late Hon. Benjamin F. Butler had an interest. On the 21st of February, 1866, Mr. D. W. C. Farrington, agent of the company, presented to the officers of the United States Senate a flag manufactured by his company. It is believed to have been the first real American flag ever raised over the Capitol of the United States.

A young friend of General Butler's, in the woolen business, acting upon a suggestion from the shrewd lawyer, went to England, obtained employment in a bunting factory, remaining six

months, during which time, by his superior intelligence, he had mastered all the secrets of the business. Obtaining a recommendation and his discharge, the young man went to a hotel, shaved, donned a dress suit, and sent an invitation to his late employer to dine with him—stating he was an American, and lonesome. After dinner the manufacturer asked: "How long have you been in this country?"

"About six months."

"Have you traveled far?"

"No; I have been here all the time."

"Why didn't you make yourself known?"

"You have seen me every day."

The Englishman looked his surprise, and for a reply the American laid his recommendation before him.

"You came over here to learn how to make bunting?"

The young man nodded; and thus it was the manufacture of bunting was established at Lowell.

Under the cutter ensign the first prize from the enemy was captured in the War of 1812, seven days after the declaration of war. It was off the Capes of Virginia, and the revenue cutter *Jefferson* was the fortunate vessel.

The cutter *Surveyor*, during the same war, sustained a gallant engagement with a superior force of the enemy, winning from the English leader a letter expressing his admiration of the courage displayed in defense of the flag. The cutter *Eagle*, chased by two men-of-war into shoal water, landed her battery and crew, keeping the enemy at bay until lack of ammunition compelled them to retreat after destroying their vessel. At Newport the flag waved over the cutter *Vigilant* when she captured the British privateer *Dart*, that had long been the terror of the coasting merchantmen.

Again, on the coast of South Carolina and other points along the Southern seaboard, attacks from the enemy were met by the blue jackets serving under the perpendicular stripes.

In chasing pirates and wreckers along the keys of the Florida and Gulf coasts, breaking up their haunts, suppressing the operations of slavers and their twin brother, the smuggling fraternity, the cutter flag gained for its list of achievements well-deserved honors.

The war with Mexico found eight revenue cutters co-operating with the army and navy, winning from those in authority fresh commendations for the efficiency displayed.

From the deck of the historic revenue cutter *Harriet Lane* was fired the first gun of the Civil War from the deck of a loyal vessel. It was off Charleston, on the morning of April 12th, 1861.

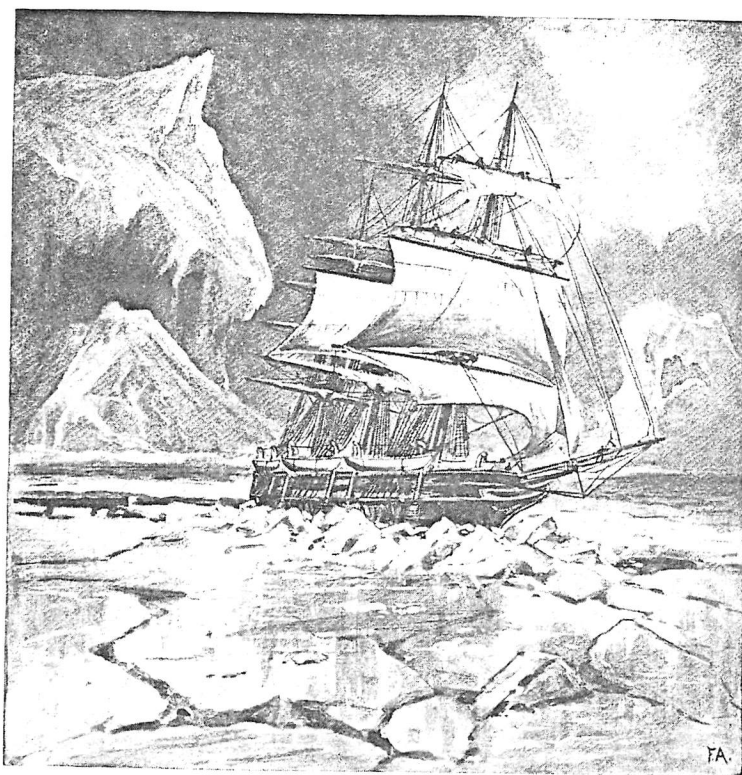
The celebrated order of General John A. Dix, authorizing "If anyone attempts to haul down the American flag, shoot him on the spot," was intended to cover the honor of the revenue cutter ensign, and the emergency calling for that stern mandate formed a stirring incident in the history of the flag.

The revenue cutter *McClelland*, at the outbreak of the Civil War, was stationed at New Orleans, commanded by Captain John G. Bushwood, a Southerner. The day that Georgia seceded General John A. Dix assumed charge of the Treasury portfolio, and William Hemphill Jones, Chief Clerk in the First Comptroller's office, was sent to New Orleans to save, if possible, the revenue cutter stationed at that port. Upon arrival he telegraphed to General Dix that Captain Bushwood positively refused in writing to obey any instructions of the department. In reply to the message General Dix left the White House, where he was staying temporarily, went to his room in the Treasury Building, and, obeying the impulse of the moment, wrote the following famous dispatch, addressed to William Hemphill Jones, New Orleans:

*Treasury Department  
Jan. 29, 1861*

*See Lieut. Caldwell to arrest  
Capt. Bushwood, assume command  
of the cutter and obey the order of General  
through you. If Capt. Bushwood  
after arrest undertakes to interfere  
with the command of the cutter, tell  
Lieut. Caldwell to consider him  
as a mutineer & treat him accord-  
ingly. If any one attempts to haul  
down the American flag, shoot  
him on the spot -*

*John A. Dix  
Secretary of the Treasury.*



A WHALER BESET BY ICE.

The dispatch was copied by a clerk, and the copy sent to the telegraph office; the original was thrown into a drawer reserved for the purpose. The original draft, which, General Dix stated, "was written in haste and with a bad pen," is now, together with the flag that was hauled down and the State flag which replaced it, in the possession of his son, the rector of Trinity Church, New York. The telegram was intercepted and withheld from Mr. Jones, and thus the treason of Captain Bushwood was consummated, and the flag of Louisiana, a French tricolored ensign, bearing in its blue a circle composed of seven white stars, was hoisted at the peak.

On board the *McClelland* was a young Scotch sailor, an ordinary seaman, David Ritchie, whose patriotic heart throbbed with indignation at the act of treason he witnessed but was powerless to prevent. When the captain and his sympathizers retired below to celebrate their devotion to the State emblem that had supplanted the revenue cutter ensign, Ritchie walked aft, possessed himself of the dishonored flag that had been tossed contemptuously aside, and hauled down the usurping symbol, leaving the revelers without distinctive colors of any description at the main peak. Amid the clinking of glasses and general relaxation of

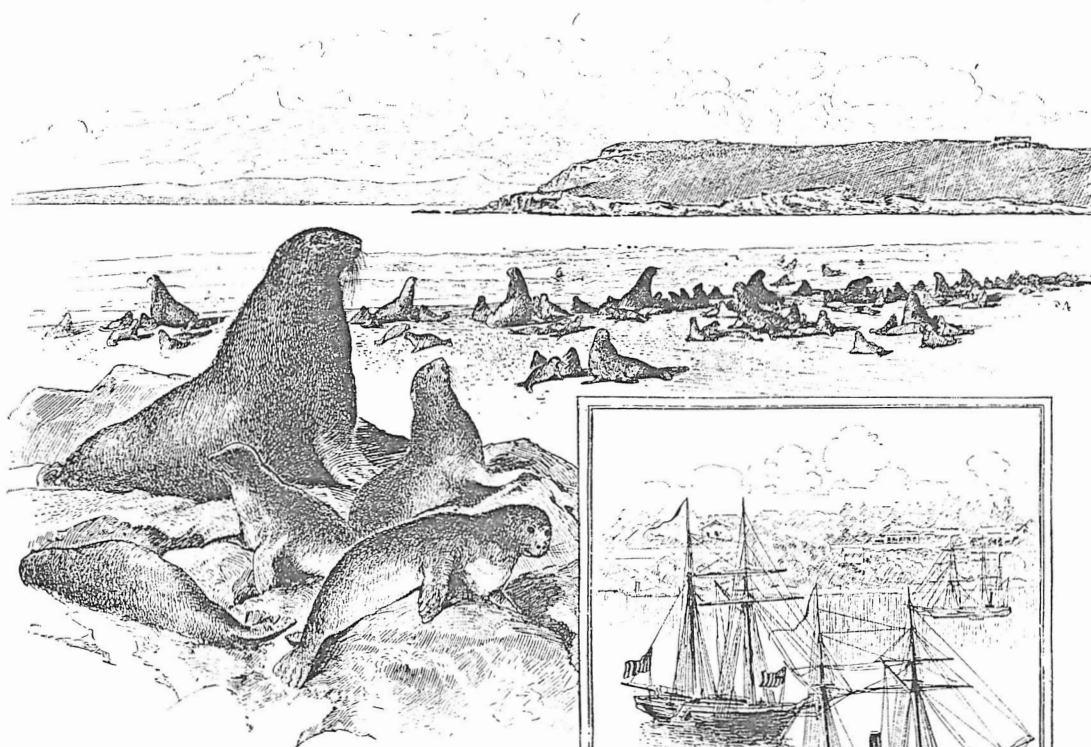
discipline appropriate to a scene so charged with treason and the violation of oaths and sacred obligations, the determined Scotelman quietly slipped over the gangway, and, with the two flags secured to his waist, swam to the low, shelving shores of Algiers, a little town opposite to New Orleans, unnoticed by anyone attached to the *McClelland*. Upon reaching the shore Ritchie sought a place of concealment and safety for the time being, impelled with but one determination—eventually to deliver the two flags into the hands of those qualified to defend the national honor.

It was not until three months later that the patriotic sailor was enabled to acquit himself of his perilous self-imposed task. On the evening of April 25th, 1862, when General Benjamin F. Butler, surrounded by his

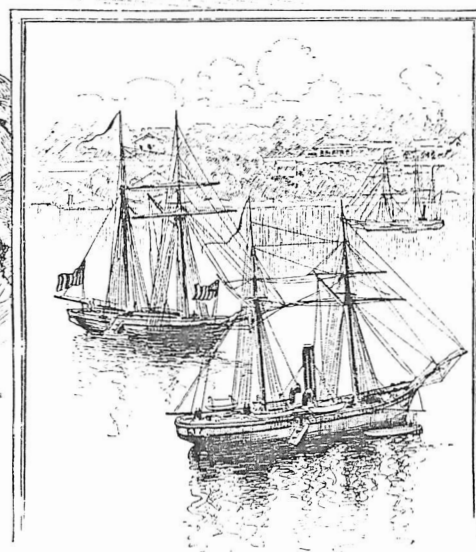
staff, was issuing orders from his headquarters, incident to the formal occupation of the city by the Federal troops, Ritchie, in his faded and ragged blue uniform, crowded through the throng of officers surrounding the commanding general, simply stating to those demanding his business that he had a message for General Butler.

Farragut's fleet, with frowning broadsides, was swinging with the tide before the Crescent City; and inferring from his appearance that he was a gunboat sailor who had seen hard service, the soldiers ushered the blue jacket into the presence of the general commanding. Delivering into his hands the trust he had guarded so well, Ritchie in modest language related the particulars connected with the discolored bunting, concluding with a request that he might again be given an opportunity to serve under the folds of his adopted flag. And General Butler determined upon the spot that the sailor's faithful ardor and intrepidity should be suitably rewarded. Such examples of devotion and sentiments of patriotism were rare in those stormy days, when treason stalked boldly forth in the council chambers of the nation and the highest officials were conspiring against the government. The flags were forwarded to Washington, coupled with a special message embodying the facts, to General Dix, with





FUR SEALS, ST. PAUL'S ISLAND.

U. S. REVENUE CUTTER AND STEAMER  
"LINCOLN" AT SITKA.

CAPTAIN DAVID RITCHIE.

a recommendation that Ritchie be rewarded for his gallantry by being made the recipient of a commission constituting him a third lieutenant in the revenue cutter service. The commission was promptly awarded; the blue shirt of the sailor was exchanged for the laced coat of the officer; and the Scotch sailor, possessing a good education, backed with aptitude for his profession and the natural shrewdness of his countrymen, walked the quarterdeck with confidence and marked ability. He rose to the rank of captain, winning from the merchant marine widespread popularity. He was stationed at one time on Long Island Sound, where he won high praise for his exertions in rescuing forty-seven persons from drowning in the *Metis* disaster, and recovered seventeen bodies. It was a common custom amongst seamen, when their vessels were ashore or in trouble of any kind, to comfort each other with the remark, "We'll come out all right."

Captain Ritchie will be round ere long with his craft to lend us a hand."

The wreck of the *City of Columbus* off Gay Head on that fateful January morning brought the revenue cutter flag prominently before the public, together with the services of the officers, recognized by Congress and the public in a most generous manner.

Under "Winter Cruising Orders," authorized by President Van Buren in 1837, a proud distinction was conferred upon the revenue cutter ensign. For over half a century the cruisers of the Treasury arm of the service have continued to maintain a vigilant patrol over the storm-swept stretches of the coast, touching a tender and responsive chord in hundreds of households by the sea.

Throughout the wild and boisterous months the cutter flag, from Maine to Hatteras, maintains an unceasing surveillance of the coast; and many a thrilling, soul-stirring account of battle with the elements—the terrors enveloping a lee shore; the heroic dash to the rescue in buoyant, skillfully managed boats; the heaving ice-bound rollers; slippery wreckage and half-frozen seamen snatched from the remorseless maw of the treacherous ocean—is filed away amidst the dusty labyrinths of the Treasury Department, fittingly bound in red tape, buried and forgotten.

Mid heavy winds and spiteful squalls, writhing breakers booming ominously above the shriek of the gale; bewildered by cutting sleet and drifting snow, menaced with hidden dangers increased by the deepening gloom of the lowering storm cloud, the weary mariner, borne down by fatigue and exposure, welcomes with joy the gleaming perpendicular stripes pushing through the mist and obscurity, a guarantee of aid and relief, a vivid realization in the sailor's heart that "hope is brightest when it dawns from fears."

On one occasion, on the New England coast, a revenue cutter sighted a schooner late in the afternoon. She was covered with ice, sails slit and torn, rigging cased in ice, with the tattered shreds of an ensign flying union down. It was English bunting, and an appeal for help. The sea was running tremendously high, with mercury ranging below zero; but the schooner was boarded by a relief party, and the first sight that greeted the officer was the bodies of two poor fellows stretched on the main hatch, their clothing frozen stiff, eyes wide open and staring hideously into the wintry sky, while their faces bore evidences, in their terrible expressions, of the sufferings they had succumbed to. It was the valor of those serving under the cutter flag that conveyed the battered craft to a haven of safety and ministered

to the wants of those who would have perished but for the timely assistance.

Volumes filled with incidents of a like character might be written illustrating the operations and value of the flag afloat during the trying and exacting period of each year in the history of that symbol, officially termed "Winter Cruising Orders."

Ten days after the acquisition of Alaska the revenue cutter flag was speeding toward those distant shores, floating from the peak of the Treasury cruiser *Lincoln*. It was under the flag of this vessel that the government made its first attempt to obtain reliable information regarding the new acquisition of territory. But little was previously known concerning channels, coast line or characteristics of inhabitants.

From that date annual cruises have been made to Alaskan waters, adding a vast fund of information covering all subjects pertaining to that portion of the world. In threading the perilous depths of the Arctic, patrolling the turbulent Behring Sea with its fogs and treacherous currents, protecting the fur-seal interest and promoting the best interests of the brutish natives, the revenue cutter flag has been particularly active and peculiarly favored, having escaped all dangers and surmounted every difficulty. The naval service, through various causes, has had exceptional bad luck in those distant, inhospitable routes with vessels bearing the letter S, viz., *Suanez*, *Saginaw*, *Saranac* and *Rodgers*, entailing a loss of over \$2,000,000.

The number of whalers wrecked in those perilous, unknown waters have averaged four per year. During three years, under the perpendicular stripes, one revenue cutter rescued and brought down to civilization over 175 distressed seamen and miners; while in another instance 160 rescued seamen stood at one time on the deck of a revenue cutter, amid the indescribable terrors of an Arctic tempest, their vessels having been dashed to pieces amid the grinding ice and resounding breakers of that desolate and terrible region. The value of the revenue cutter flag in that land of hopeless, deadly waste and region of storms forms one of the brightest pages in the history of the cutter ensign.

The ocean is a battleground, marked with the devastation caused by heaven's fury, to withstand which requires as high an order of courage, as great an amount of skill and judgment, as ever distinguished the world's greatest leaders. Horace has well said that "his heart must needs have been bound with oak and triple brass who first committed his frail bark to the tempestuous sea."

This sentiment has peculiar significance and

force when compared with the discriminations existing between the legislation vouchsafed the army and navy, and withheld, as by an iron hand, from those battling under the flag of the revenue cutter service. Occupying a dual position as a fighting element in time of emergency; to be clothed with civil functions with the dispersements of battle clouds; to patrol by night and day the most dangerous length of coast in the height of inclement seasons; to be debarred from the privileges and safeguards accorded the more powerful but no more deserving arms of the government; to respond in the hour of emer-

gency, no matter how great or the nature of the peril, without hope of reward or protection for wife or child—such is the position of those who serve under and honor the flag denoting their branch of the government service.

The record achieved beneath its stripes, the uniform so honorably worn, the country so faithfully served, should care for and protect those who have devoted not only the best years of their life, but have given health, strength and their finest abilities in maintaining masthead high, in fair weather or foul, the integrity of the United States revenue cutter ensign.

## EL RANCHO DE LA ROSA DE CASTILLA.

BY EMMA F. SALAZAR.

It is a beautiful property of five hundred acres, situated in Southern Colorado.

The Spanish Peaks, offering their prettiest view thirty miles distant to the west, stand like friendly sentinels on perpetual guard. There is a pleasing sense of security in their neighborliness, for so illusive is the atmosphere, they appear quite close at hand. They might appropriately be called the Tearful Twins, for almost daily in the summer time they are shrouded at some hour in misty veils, half concealing and half revealing their majestic forms. The Indian name for them, Guajatoyas, is applicable to that characteristic, signifying "water all the time." However dry the surrounding country may be, there is always rain on the Peaks.

Still farther to the west, in enchanting and refreshing perspective, the main range of the snow-clad Sierra Madre extends. Through a vista of summer green, clothing all the lesser elevations, their snowy mantles accent a most beautiful picture.

To the north the snowy crown of Pike's Peak, three hundred miles distant, can be seen; and all around us billowy ranges, hills and mountains create a rich diversity of landscape. One peculiar formation to the east we have called Peccary Hill. It rises abrupt and alone from the surrounding level, bare and barren on its sides, but with apparently a ridge of trees defining what might be called its spinal column. From the west it looks exactly like the back of a peccary.

Full Moon Hill is directly southeast of our front door, and we so named it because one evening we espied that beautiful orb resting like an immense ball of molten silver directly on top of the elevation.

We have Cactus Slope, where the branching, treelike plants, four to five feet high, are ablaze with the glory of their great flaming scarlet and gorgeous yellow flowers; Sage Brush Hollow and Sunflower Lane, where Oscar Wilde's insignia vary in size only from that of the field daisy to that of the single hollyhock—quite modest indeed for sunflowers. Frog field is where the little *acequia* threads its way through the alfalfa for irrigating purposes, and the batrachians gather on its edges and hold nightly serenades in rivalry with the crickets. Wild Rose Ridge is densely abloom with the dainty flower, and the air everywhere is redolent with its delicate, though subtle, perfume.

The best and prettiest part of the Apishipá River runs through a portion of the ranch, and its finest trees border its banks there. One beautiful specimen, the largest on the whole extent of the river, we call Buzzard's Roost, because nightly thirty or forty of those great carrion birds seek rest there. Other trees afford shelter to numerous mocking birds, whose wild and varied music thrills the air at all times. Wild canaries, field larks and magpies in flocks claim permanent residence there. It would seem as if every variety of bird, from the tiniest bunch of feathers to the immense American eagle, had representation here.

The magpies are the most interesting of all the feathered denizens. They are beautiful, graceful birds and very sociable. They come directly up to the kitchen doorway and contend with the chickens and pet dog and cat for any bone or morsel of food thrown out. Their curiosity is comical. Their very notes are interrogative, and in listening to their chattering one cannot but